CYCLE NEWS®

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RIDING IMPRESSION

Bustin' berms on the 1994 Suzuki RM250R

INTERVIEW

World Speedway Champion Sam Ermolenko

- Trial des Nations
- Devil's Staircase Hillclimb
- Fall Classic MX
- Kachina Nat'l Trial

TIME DATED MATERIAL MAILED OCTOBER 19, 1993

IN THE WIND By Papa Wealey

Italian **Fabrizio Pirovano** (Yam) and **Carl Fogarty** (Duc) split wins in the 13th round of the World Championship Superbike Series in Estoril, Portugal, October 17. Pirovano gave Yamaha its first victory of the year in the first race at Estoril, topping **Piergiorgio Bontempi** (Kaw) and **Aaron Slight** (Kaw). Meanwhile, championship rivals **Scott Russell** and Fogarty failed to finish the first race with Russell running into clutch trouble and Fogarty crashing. In the second race, Fogarty took the win followed by Russell and Pirovano. With one round remaining in the series in Mexico City on November 7, Russell leads Fogarty in the championship point standings, 378.5-349.5.

Mike Brown (Hon) was the 125cc Pro class winner at the fourth round of the AMA Dirt Shirts Fall Classic MX Series, held at Birch Creek Motor Sports & Recreation Park in Danville, Virginia, October 17. **Damien Plotts** (Suz) was second with **Chad Lough** (Hon) rounding out the top three. **Todd DeHoop** (Hon) won the 250cc/Open Pro class, beating out **Steve Childress** (Suz) and **Barry Carsten** (Suz).

HNS Racing (Yam) won the WERA Power-Mist/Performance Machine Endurance Series round at Roebling Road Raceway in Faulkville, Georgia, October 16. HNS's **Tray Batey** and **Tom Wilson** topped class champion **Team Suzuki Endurance** (Suz) by five laps with **Team Pearls Suzuki** (Suz) finishing third.

Fred Andrews (Yam) clinched the AMA Grand National Cross Country Championship with a second-place finish to **Scott Plessinger** (KTM) at Elizabeth, West Virginia, October 17. **Doug Blackwell** (Kaw) was third ahead of **Jan Hrehor** (Yam) and **Jeff Russell** (KTM). Two rounds remain in the series.

Italian **Edy Orioli** (Cag) won the Pharaoh's Rally in Egypt, October 3-13. Spaniard **Jordi Arcarons** (Cag) was second ahead of Italian **Franco Picco** (KTM). German female-rider **Jutta Kleinschmidt** (KTM) was fourth overall.

From the rumor mill: Camel Honda team owner **Martin Adams** is attempting to lure Australian **Kevin Magee** into riding the Camel Honda RC45 in the 1994 AMA Superbike National Championship. Currently, Adams has dirt tracker **Mike Hale** under contract to ride the team's Honda CBR600 in the AMA/CCS 600cc Supersport Series. Magee, who rode for Yamaha in the All-Japan 500cc Championship this year, is currently in northern California undergoing therapy for the hand he injured during practice for the Suzuka 8-Hour. Mike Smith and Tom Kipp rode Camel Hondas in the 1993 AMA Superbike Series, and many expect Smith to stay on the team for the '94 season.

Lewis Leathers, England's oldest motorcycle clothing company, has closed its doors. A drop in sales and a string of burglaries forced the 101-year-old shop in London to go out of business on September 24.

According to reports from Europe, England's **Carl Fogarty** has re-signed with Ducati to contest the 1994 World Championship Superbike Series. Fogarty, who currently lies second in the World Superbike Series behind **Scott Russell**, will ride Ducati's 1994 916 which will feature a single-sided swingarm. The Brit will again ride in a team managed by **Raymond Roche**. Fogarty was being pursued by Honda to ride the new RC45 in the '94 series.

According to his manager Dave Stevenson, **John Kocinski** still hasn't made a decision as to what he'll be racing in the 1994 500cc World Championship Road Race Series. Kocinski and Stevenson have been negotiating with Cagiva and have also had talks with Sito Pons and Erv Kanemoto regarding their Honda teams. "Right now, he doesn't know and I don't know," Stevenson said.

AFAM USA, makers of sprockets and handlebars, is now accepting resumes from motocross racers looking for support in 1994. Interested parties can send resumes to AFAM USA, Inc., 5953 Engineer Dr., Huntington Beach, CA 92699.

Florida's **Ron Tichenor** (Suz) wrapped up the All-Japan National MX Championship with his victory over **Eddie Warren** (Kaw) in the final round of the series on October 17, according to sources in Japan.

Camel Supercross Champion **Jeremy McGrath** will miss the AMA Pro Awards Banquet in Long Beach, California, on November 20. McGrath, who is one of the nominees for the AMA MotoWorld Athlete of the Year award, is under contract to compete in a supercross in Spain the same weekend. The race was originally scheduled for a different date, but was switched when a conflict with a Japanese supercross was discovered. "My heart's gonna be in Long Beach, even though my body has to be in Spain," said McGrath. According to his manager Dave Stevenson, McGrath signed the contract for the Spanish supercross early in the year, before winning the Camel Supercross Championship and prior to the date of the banquet being announced. McGrath will likely be making a video that will be shown at the banquet in his absence.

Indiana's **Mike LaRocco**, the 1993 AMA 500cc National MX Champion, has re-signed with Kawasaki for the 1994 season. LaRocco, 22, will ride a Kawasaki KX250 in the Camel Supercross and 250cc National MX Championships.

Answer Products and multi-time National Hare Scrambles and National Cross Country Champion **Scott Summers** have joined forces with the AMA to maintain and expand off-road riding areas around the country. Answer has developed a new line of Summers-endorsed off-road gear, including jacket, pants, tool belt and back pack. A portion of the proceeds from sales of the gear will go to the AMA, specifically earmarked for off-road land use. "Riders are constantly facing the threat of land closures, and developing new riding areas is a long, difficult and often expensive proposition," said Robert Rasor of the AMA's government relations department. "We're grateful for Scott's support of the association's efforts, and applaud Answer Products for its dedication to off-highway motorcycling. We hope other companies within the industry will follow Answer's lead in this important effort by making an investment in the future of off-highway riding."

Here's the first tentative (very tentative) **1994 World Championship Road Race Series** schedule, as released by England's Motorcycle News: Australia (Eastern Creek) - March 27; Malaysia (Shah Alam) - April 3; Japan (Suzuka) - April 17; Spain (Jerez) - May 1; Italy (Mugello) - May 29; Germany (Hockenheim) - June 12; Holland (Assen) - June 26; England (Donington Park) - July 24; Czechoslovakia (Brno) - August 7; United States (Laguna Seca) - September 4; Spain (Barcelona) - October 9.

Former Vance & Hines Yamaha team manager **Steve Johnson** will work for Rob Muzzy's Kawasaki team in 1994, according to Muzzy. Johnson's role in the team has yet to be decided.

Motocrosser turned road racer **Jean-Michel Bayle** won the Guidon d'Or Superbiker event held in France, October 17.

AMA Pro Racing Director **Roy Janson** won the 1993 True Grits 500cc Fun Run, held October 17 in the north Georgia mountains. Over 50 riders participated in the 12th running of the event, with Janson joining a list of past winners that includes **Jack Penton**, **Bob Hannah** and **Mike Smith**.

American Suzuki Motor Corporation has announced that a total of $84,000 in U.S. Savings Bonds have been awarded to qualified participants in the 1993 **Good Scholar Program**. The program paid $500 savings bonds to motocross racers who purchased a 1993 RM80, 125 or 250, competed in at least five sanctioned events and maintained a "B"

Seattle added to Camel SX schedule

Just six weeks after being released, the 15-race 1994 AMA Camel Supercross schedule has already undergone its first change. The popular Seattle Kingdome event, originally removed from the schedule for '94 because of scheduling conflicts, has been added, and will run on May 7. In addition, the Las Vegas Supercross has been rescheduled for June 11, replacing Los Angeles as the final round. There will be no supercross at the Los Angeles Coliseum in 1994.

The Seattle round, which in the past has run early in the year, will now be the 13th round of the series. Also, Mickey Thompson Entertainment Group (MTEG) has taken over as promoters of the event, which has been promoted by SRO Motorsports since 1978. MTEG has promoted a round of its Stadium Off-Road Race Series at the Kingdome since 1987.

"We are excited at the opportunity to bring yet another motorsport event to Seattle," said MTEG president Gary Campbell. "Our Stadium Off-Road Race Series has received a great reception from the locals. You can't find a better location than the Kingdome."

King County's ordinance against tobacco advertising had been a factor in the original decision not to include the Kingdome on the Camel Supercross schedule for '94. With Camel's involvement only including the sponsorship of the riders' point fund, signage at the stadium will no longer be a problem.

ISDE win to Poland

Team Poland recorded its first-ever International Six-Days Enduro World Trophy Team victory after six gruelling days of competition at the 68th ISDE in Assen, Holland, October 10-16. In the premier six-rider World Trophy Team division, the Polish contingent joined runner-up Ireland as the only two teams to finish the rain-soaked event with its entire squad intact. Third overall went to the pre-event favorite and the host country team of the Netherlands, while France and Great Britain rounded out the top five overall. All three teams had one rider drop out during the course of the week.

The U.S. World Trophy Team, made up of Randy Hawkins (Suz), Fred Hoess (Hus), Steve Hatch (Suz), Rodney Smith (Suz), David Rhodes (Suz) and Ty Davis (Kaw), was all but eliminated on the first day when Rhodes' DR350 seized; then, during the third day of competition, Hawkins' RM125 locked up. Hoess, Hatch, Smith and Davis all made it to the finish line, and the team ended up finishing 13th overall. Team Sweden, the defending champions, finished in last place with only two of its six Trophy riders still running at the end. In all, 19 World Trophy Teams competed in this year's event.

In the four-rider Junior World Trophy Team division (for riders 24-years-old and under), the Dutch team scored the overall victory over France, Czechoslovakia, Spain and Sweden.

The U.S. Junior World Team - Pat Garrahan (Hon), Chris Smith (Suz), Josh Whitaker (Hon) and Scott McLaughlin (Hon) - fared even worse than the U.S. World Trophy team. Garrahan was the only U.S. Junior World rider to finish the event, resulting in an 11th-place finish for the U.S. squad. Twelve Junior World teams competed.

Of the total 37 U.S. entrants, 17 made it to the finish line. The "Top American," based on total evaluation points, was ISDE rookie Ty Davis, who finished 21st overall. He was also the top U.S. class finisher, placing sixth in the 500cc division. The next best U.S. class finisher was Fred Hoess, who was eighth in the 125cc division.

Only 12 gold medals were handed out at this year's ISDE, and none of those went to American riders. In fact, only three riders from the U.S. earned silver medals - Davis, Hoess and Rodney Smith, who finished 14th in the 250cc class. The other 14 U.S. finishers earned bronze medals: Garrahan; Randy Dubois (Hon); William Rush (Suz); Jason Edie (Kaw); Hatch; Jeff Fredette (Kaw); David Crain (Hus); Tom Ebersole (Hus); Dan Harte (Hus); Chad Carlisle (Suz); Jason Dahners (Suz); Steve Silvestri (Hon); Bob Bechtel (Yam), and Steve Travis (KTM).

The overall individual winner was Dutch rider Gerard Jimmink (Kaw), who also won the 500cc class. Other class winners included Czech Roman Michalik (TM) in the 80cc class; Dutchman Henk Knuiman (Kaw) and Jan Van Oorschot (Kaw) in the 125 and 250cc classes, respectively; Swede Svenerik Jonsson (Hus) in the 350cc Four-Stroke division, and Italian Fabio Farioli (KTM) in the 500cc Four-Stroke division.

A deluge of rain prior to and during the event resulted in nearly half of the total 500-plus entrants houring out after the first day, but most of those riders were allowed to continue the event after an FIM Jury met to discuss the issue. The many giant mud bogs that formed throughout the week were blamed for the extraordinarily high attrition rate at this year's ISDE.

Kit Palmer

grade point average for the 1992-93 school year.

Surprise, surprise, surprise. AMA Grand National Champion **Ricky Graham** is the fifth nomination for the AMA MotoWorld Athlete of the Year award. Graham, who won 12 races in 21 starts en route to the championship, joins **Kevin Schwantz**, **Jeremy McGrath**, **Doug Polen** and **Sam Ermolenko** as nominees for the award which will be presented at the AMA Professional Awards Banquet on November 20 in Long Beach, California. One nominee has yet to be named.

The nearly 200 motorcyclists who rode 80 miles from Westchester, New York to Shelton, Connecticut on October 3, raised $30,000 for the **March of Dimes** '93 Campaign for Healthier Babies. "We are absolutely delighted with the response we had from area enthusiasts," said Scott Arigot, national marketing manager for BMW, the official sponsor of Ride America.

According to **Goat Breker**, president of GFI Racing, all GFI-sanctioned events in northern California will be coordinated through GFI's office in Corona, California, effective January 1. Pat Pipes, who was previously involved in coordinating GFI events in northern California, is no longer associated with GFI.

American **Bob Moore** will contest the 1994 World Championship 125cc MX Series for Team Rinaldi Chesterfield Yamaha. Moore was a member of the team in 1992, when he switched to the 250cc class after contesting the 125cc division for KTM since 1986. He spent one year in the 250cc class with Bieffe Suzuki in 1993.

Japan's **Takahiro Sohwa** may be back for another season of AMA road racing, says **Rob Muzzy**. "It's very possible that Sohwa will be back for superbike racing only," Muzzy said. Sohwa finished the 1993 season fifth in the AMA Superbike National Championship point standings and second in the AMA/CCS 750cc Supersport standings.

The 1994 **Isle of Man TT** will be held May 30-June 10. The only major change in the program will be the introduction of a new class for four-stroke single-cylinder motorcycles, which will be run in conjunction with the 125cc TT. In order to accommodate the new class, the 400cc Supersport class will run in conjunction with the Junior TT rather than the 125cc TT. The feature race will now be called the TT Formula, and will include Formula One, superbikes and 900cc three-cylinder motorcycles, thus opening the class up to new motorcycles like the Triumph Speed Triple.

The '93 Camel Supercross and National MX Series may both be over and done with, but the **MTEG Off Road Race Series** is still going strong. With one round left in the series, Noleen Yamaha's Shaun Kalos leads teammate Larry Brooks by a single point in the motorcycle class. The final round is scheduled for November 6 at San Francisco's Candlestick Park.

AMA 250cc Grand Prix National Champion **Jimmy Filice** is still without an offer for the 1994 season. "We've had no response," Filice said. "Nothing's happening; I'm pretty bummed. I had such a good year - I'm not ready for an early retirement."

BORN: Kyleigh Carolynn Kesler, to dirt tracker Jim Kessler and his wife Angie, on October 4 in Long Beach, California.

CORRECTION: In our coverage of the October 2 Pomona Half Mile, we misspelled the name of Aaron Hill's sponsor, Mike Shattuck; and tuner, Monty Heath. Sorry, guys.

PROMOTED: Donnie Luce to field sales manager of White Brothers. Luce will be responsible for directing and developing White Brothers' outside sales team.

PROMOTED: John Anderson to race coordinator of White Brothers. Anderson will handle all aspects of the race support program and all special race events for White Brothers.

CORRECTION: The Brothers dealership in Bremerton, Washington, delivered BMW police motorcycles to the Seattle police department on July 15 of this year. A typographical error listed the delivery date of July 15, 1994.

ENGAGED: American Roadracing editor and former *Cycle News* associate editor Brian Catterson to long-time girlfriend Joanie Madrid in Phoenix, Arizona, October 11. The couple plan to marry sometime before Daytona Bike Week, March 7-13.

MOVED: Advanstar Communications and Advanstar Expositions to 201 East Sandpointe Ave., Suite 600, Santa Ana, CA 92707-5761, 714/513-8400 or 800/854-3112.

RESIGNED: Greg Quador from his position as Kawasaki Team Green motorsports field technician. Quador plans to spend more time with his family and less time on the road.

MOVED: Dynatek, the performance ignition company owned by Ken Rogers and Robert Paisley, to 164 S. Valencia Street, Glendora, CA 91741, 818/963-1669, 818/963-7399 (FAX). CN

Conference committee guts trail funding

The interests of off-road motorcyclists and other recreational trail users have suffered a $15 million blow at the hands of the U.S. House/Senate Conference Committee on Transportation Appropriations, according to the AMA.

On Friday, October 15, the committee met to resolve differences between transportation appropriation measures approved in the U.S. House and the Senate.

The Senate had allocated $15 million for fiscal 1994 to the National Recreational Trails Trust Fund. But the U.S. House did not provide any funding for the trust fund - which is entitled to $30 million annually - and the conference committee adhered to the House version of the measure.

The National Recreational Trails Fund was established in 1991 to assist in the construction and maintenance of off-highway trails for both motorized and non-motorized recreation. Federal funding earmarked for the fund comes from the gasoline tax revenues paid by trail users. Nevertheless, the U.S. Congress has consistently failed to appropriate monies to the trust fund.

Congress allocated just $7.5 million - one fourth of the authorized total - for fiscal 1993, and now has totally cut off the funding for 1994.

The major stumbling block came in the House Transportation Appropriations Subcommittee, where chairman Bob Carr (D-MI) opposed the trails funding despite a request from the Clinton Administration for allocation of $15 million.

The issue was part of a huge $13.9 billion transportation appropriations bill which now goes before the full House and Senate for approval.

"We're very disappointed that Representative Carr and his committee have chosen to overlook the fact that trail users have paid taxes, a portion of which were intended for a specific use," commented AMA Washington Representative Jim Bensberg. "Various state projects are in jeopardy, which damages not only the interests of trail users, but also eliminates jobs and summer employment opportunities for disadvantaged youths."

The AMA, in cooperation with the Coalition for Recreational Trails, is reconsidering its legislative options in light of this development. But barring passage of a supplemental appropriations bill or other corrective legislative action, it appears that federal support for recreational trails in fiscal 1994 will grind to a halt.

Tentative dates set for AMA Grand Nat'l C'ship Series

The AMA has released a tentative, 25-round race schedule for next year's Grand National Championship Series.

As we reported earlier, the R.J. Reynolds Tobacco Company will be a contributing sponsor to a $100,000 series point fund that will be divided among the top point scorers at the end of the season.

"The Camel brand will be contributing only part of the point fund," said AMA Pro Racing Director Roy Janson at the October 2 Pomona Half Mile. "The rest of the fund will be provided by the race promoters and by the AMA."

The following is a tentative schedule, as six of the rounds have not yet been confirmed by the race facilities.

March 12	Daytona Short Track	Daytona, FL
April 23	Sacramento Mile	Sacramento, CA
May 1	San Jose Mile	San Jose, CA
May 7	Bakersfield Short Track*	Bakersfield, CA
May 14	Pomona Half Mile	Pomona, CA
May 29	DuQuoin Mile	DuQuoin, IL
June 4	Parkersburg Half Mile	Mineralwells, WV
June 18	Dallas Half Mile	Dallas, TX
June 25	Lima Half Mile	Lima, OH
July 2	Harrisburg Half Mile*	Harrisburg, PA
July 9	I-96 Half Mile	Lake Odessa, MI
July 16	Hagerstown Half Mile	Hagerstown, MD
July 23	Sedalia Mile*	Sedalia, MO
July 30	Oklahoma City Half Mile	Oklahoma City, OK
August 7	Peoria TT	Peoria, IL
August 10	Sturgis Half Mile	Rapid City, SD
August 13	Denver Half Mile*	Denver, CO
August 20	Indy Mile	Indianapolis, IN
August 27	Parkersburg Half Mile	Mineralwells, WV
September 4	Springfield Mile	Springfield Mile
September 10	Castle Rock TT	Castle Rock, WA
September 17	Sacramento Mile	Sacramento, CA
September 25	San Jose Mile	San Jose, CA
October 1	Bakersfield Short Track*	Bakersfield, CA
October 8	Pomona Half Mile	Pomona, CA
October 16	Del Mar Mile*	Del Mar, CA

* pending track certification

National MX Series schedule set

The AMA has announced the schedule for the 1994 National Championship MX Series. Like last year, there will be a total of 12 rounds, and just one new track has been added - Maryland's Budds Creek MX Track, host of the 1993 U.S. GP and several Nationals in years past, will host round six of the series after a one-year hiatus. San Bernardino, California's Glen Helen OHV Park has been removed from the schedule.

With no 500cc class in '94, both the 125 and 250cc National Championships will consist of 12 rounds.

March 6	Gatorback Cycle Park	Gainesville, FL *
May 22	Motocross 338	Southwick, MA
May 29	High Point Raceway	Mt. Morris, PA
June 19	Prairie City SVRA Park	Sacramento, CA
July 3	Red Bud Track 'N Trail	Buchanan, MI
July 10	Budds Creek MX Track	Budds Creek, MD
July 17	Unadilla Valley Sports Center	New Berlin, NY
July 31	Kenworthy's MX Park	Troy, OH
August 7	Spring Creek MX Park	Millville, MN
August 14	Washougal MX Park	Washougal, WA
August 28	Broome-Tioga Sports Center	Binghamton, NY
September 4	Steel City USA	Delmont, PA

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ON THE FRONT PAGE:

Kit Palmer puts the 1994 Suzuki RM250 through its paces. For a full riding impression see page 10. Photo by Kinney Jones.

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VOICES Letters to the editor

Sam fan

I am writing in regards to the first two nominees for the 1993 AMA MotoWorld Pro Athlete of the Year award - Jeremy McGrath and Sam Ermolenko.

Living in southern California, I have had the privilege of watching both these champions perform in their respective professions. While I'm sure there will be other nominees, all of whom are better known, I feel the award should go to "Sudden Sam."

Jeremy McGrath's accomplishments in 1993 were truly spectacular. Having witnessed several of his record-breaking performances, I cannot argue that he is a great champion.

Ermolenko's 1993 record is incomparable. Winner of the World Individual Speedway title, U.S. National title and World Team Cup title as well as high-point average champion in the British Speedway League, Ermolenko has taken nearly every title there is in speedway racing.

Sam's dedication to a sport that has at times left his body badly broken is inspiring. I hope the people who vote for the award will look at the nominees' records in 1993 and not at how well known the racers are. Sam is a great champion in a sport that doesn't get a lot of national attention. Now I hope that speedway racing will get some of the recognition it deserves.

Kurt Lemke
Highland, CA

AMA Superbike National Champion Doug Polen, 500cc World Champion Kevin Schwantz and AMA Grand National Champion Ricky Graham have joined McGrath and Ermolenko as nominees for the AMA MotoWorld Pro Athlete of the Year Award. The winner will be announced November 20 at the AMA Pro Awards Banquet in Long Beach, California...Editor.

Flag waving for America

I am writing in regard to Mr. Gabriele's letter (October 13) in reference to the MX des Nations. Although I'm sure we all generally agree with his letter, he should not forget that Kurt Nicoll's win was a key factor in our win. Nicoll's comments were obviously pointed towards the European press.

Having been fortunate enough to have spectated at the Des Nations and several GPs in the past few years, I am continually pleased to see the crowds behave so favorably towards our guys. American flags, covered with our riders' autographs are waved by kids who don't even speak English. We heard no booing of Americans like Jean-Michel Bayle received here. No other country is as imitated and looked up to as America and our teams continue to do us great credit. It's just a damn shame these great athletes don't earn the kind of respect here that they do when far from home.

B.T. Stone
St. Louis, MO

Days of Glory

BSAs vs. Triumphs, Bultacos vs. Yamahas, Ossas, Nortons, Harleys and Indians. They were all racing handlebar-to-handlebar and wheel-to-wheel at the Days of Glory race at Weedsport, New York.

Ken McGuire did a fine job of promoting vintage racing at the old Weedsport Half Mile, despite cold weather and rain putting a damper on Saturday night's program. On Sunday, the track was fast and the weather was nice. It was great to see Gary Nixon, Neil Keen, Dave Aldana and Jimmy Weinert all going for the gold.

Nixon ended up taking the win, but it wasn't easy. After the race Nixon said he thought Keen and Weinert let him win, but anyone who races knows when the green flag drops all you can think of is winning.

I enjoyed the racing and I'll be back next year. Hopefully, more riders will make the trip for the next one. Once again, thanks to Ken McGuire for promoting a fine event. And a big thanks to Gary Nixon, Neil Keen, David Aldana, and Jimmy Weinert for the memories.

Danny Ward
Clearwater, FL

Honda tagger?

Honda no doubt has another technical tour de force with the 1994 RC45, but they are making a big mistake with the graffiti graphics. Maybe they do not know it in Tokyo, but we have enough of that sort of thing in Los Angeles without having to live with it on our motorcycles. If the bike is not more attractive than the Ducatis, it will be hard to sell. The RC30, on the other hand, was beautifully designed and crafted.

Kevin Park
North Hollywood, CA

Big bore support

I felt insulted and angered when I read about the demise of the 500cc class in AMA motocross racing. The example about exhaust note sound was poor; every racing machine has its own sound just as every person has their own personality. As far as action in the 500cc class, it is excellent - not only with challenges for the lead, but also in the sheer awesomeness of the machines.

The skill needed to ride these machines is unquestionable and this is what makes them enjoyable to watch. The Millville, Minnesota, round of the series confirmed this because the 500s were more enjoyable to watch than the 125s, which seemed taxed by the course.

There are certainly enough riders to go around for all the classes. As it turns out, Yamaha's non-support of the class doesn't matter because Damon Bradshaw is no longer a factor, and at this point neither is Team Suzuki.

The best guys this season were all in the 500cc class. So the argument about lack of riders is almost unfounded. There are only three, four or five guys capable of winning anyway, and only one or two capable of winning a championship.

The AMA putting a stop to the 500cc class is definitely incorrect. We can't always be 100% entertained like we are with supercross racing, and supercross should be kept separate in both thinking and design from outdoor motocross.

Darren Longboat
Orchard Park, NY

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OBSERVED TRIAL Trial des Nations

Spain wins again, but Brit Colley spanks 'em all in Ireland

(Left) Five-time World Champion Jordi Tarres led the Spanish team to their third-consecutive Trials des National win. (Below) Amos Bilbao joined Tarres on the winning team.

By Lyndon Luhman

KILBRONEY, IRELAND, OCT. 2

Newly-crowned English National Champion Steve Colley turned in a brilliant performance and came away the individual winner with an incredible two-point day at the Trial des Nations.

Colley's score was low enough to insure the British team second place, with a total of only 33 points. This was the British team's best-ever finish, but as well as Colley and his cohorts did, the real heros were again the winning Spanish team. For the third year in a row and the fourth time in five tries, Spain came away the top dog. This year, five-time World Champion Jordi Tarres, Amos Bilbao, Marc Colomer and Juan Pons guided the Spanish squad, and together, had a low-team total of 30 points. The British team had a close 33 points, while the Italian team finished third with another close score of 34. France, who used to dominate the Trial des Nations a few years back, was a distant fourth with 58.

While the achievement of individual riders should not be discounted, the Trial des Nations is a team event, and each participating country sends their best four riders to compete together. The top three scores count towards the teams' overall standing, with the fourth - and lowest - score being thrown out.

The Trial des Nations originated in 1984, and was held in Poland in its inaugural year. Since then, the event has been held in a different country each year.

The American team, managed by Marilyn and Wick Wicker, was represented by Geoff Aaron from Connecticut, Raymond Peters from New York, Ron Como from Vermont and Jess Kempkes from Nebraska. While the Americans did their best, they could only manage a 12th-place finish. With only 12 teams entered, this was the first time the U.S. has taken the red caboose position. As a consolation, the U.S. team was beaten by the 11th-placed Austrian team by only one point, and if the Americans had tied Austria, they would have beaten them on cleans, 16-14.

This year's Trial des Nations was held at Rostrevor, which is about 45 miles south of Belfast and 10 miles south-east of Newry. The trial headquarters, paddock and three of the sections were at Kilbroney Park, just outside of Rostrevor. The scenic park is a heavily wooded, hilly recreation area situated in the Mourne Mountains. It is used by recreationists for hiking, camping and horseback riding. The remainder of the sections were close together, about three miles away on the Batt estate.

The Charles Hurst Group-sponsored trial was put on by the Knock Motorcycle and Car Club, and dubbed the Charles Hurst Cup. The club was well-organized and did an excellent job of keeping the sections at a sane level of difficultly, since many of the riders in attendance don't normally compete at the World Championship level.

The difficult loop was 9.3 miles long with 12 sections, and riders made three laps around the loop. The time limit imposed was six hours and one minute, which proved adequate as none of the teams incurred any time penalties.

The first team out at 9:00 a.m. was the squad from the Netherlands. Each team was sent out onto the course in 10-minute intervals until the last team, the Italian squad, was gone at 10:50. The U.S. team was sent out about midway at 9:50.

A disappointing turnout of less than 1000 spectators enjoyed an overcast but, for the most part, rainless day. The only mar was a light shower during the last hour and a half.

Section three was the hardest section of the day, claiming 53 fives from the riders. It opened with a run up to a nasty-looking five-foot-high ledge that claimed most of the fives. A couple of tight turns followed, and then out. The only top rider to five this section was Pons, on a Gas-Gas.

Next-hardest was section four. This trap claimed 37 fives from the riders, and was one of the more interesting and technical sections. It opened with a couple of small steps which led to a very tricky four-foot dirt step that had to be hit just right. Much hopping and positioning was seen here. Once up on top of the step, riders were confronted with a left turn that also had to be done just right. Much maneuvering was seen here as well, and a good minder seemed to make the difference between a clean, or a dab or two. Once lined up for the turn, riders had to make the turn and get their wheels onto a couple of small rocks and ride across a small stream. Then it was a relatively easy out. This section took fives from several of the top riders including Tarres, Piero Sembenini, Doug Lampkin and Thierry Michaud.

After section five, riders proceeded up a hill to sections six through eight. Section seven was the more interesting of the three, although of only average difficulty. It opened with a greasy rock slab riders were required to ride up. The slab was very slick, but most riders had little trouble with this part of the section. Next was a run up a very steep, slick series of rock slabs about 50 feet long. Once at the top of the hill, a left turn led riders onto a very slick, flat rock slab, then up a small ledge and out.

Once done with section eight, riders had a very steep and slick, quarter-mile uphill to contend with on the way to sections nine and 10. Even Tarres was seen falling down on this part of the loop!

Once at the top of the hill, sections nine and 10 were close together. Nine was the fourth-hardest section of the day and probably the most technical. The entire section was a ride over and among rocks in greasy mud. The most difficult part of the section was about a third of the way in, where riders hopped up onto a two-foot rock and then dropped their front wheels off of it. They then had to get their front wheels up onto another rock a couple of feet away while their rear wheels were still up on the rock behind. If riders didn't five this part, they still had to negotiate a couple more small steps with slippery mud in between.

Section 10 was of only average difficulty, and looked much harder than it was. The trap was through a series of moderate-sized boulders, ranging from three to five feet in diameter, with a couple of feet or more between them. Riders were required to jump from one boulder to the next, and do quite a bit of hopping on each one to get set up to jump to the next one.

After section 10 it was a long ride back among the moors to section 11. This section had the dubious distinction of being the only trap of the day where not one rider went clean on all three laps. Then about a mile further on, the riders reached the paddock where sections 12 and one were.

After lap one, the surprise Italians were in the lead with 11 points, followed by Spain with 12 and then Great Britain with 14. On lap two, the Italians stayed consistent with 12 for a total of 23, while Spain and Great Britain battled it out with seven points each. Spain had 19 and Great Britain held 21 at this point. After the third loop, Italy again stayed consistent with 11 points for an event total of 34 for third place. Great Britain had a lackluster third loop of 12, which gave them a grand total of 33. This gave the win to Spain, who had a combined score of 11 on the last loop for a total of 30 points.

Almost all of the top riders' individual scores were very close. Colley and Colomer had totals of two and three, while last year's World Champ, Finn Tommi Ahvala, and former 10-time British Champion Steve Saunders finished up on eight. Ahvala got the nod on cleans, 30-29.

Italians Piero Sembenini and Donato Migilo finished with 11 points each, with Sembenini getting the nod on cleans again, 30-29. Scores of 12 were shared by Bilbao, Frenchman Bruno Camozzi and top Italian rider Diego Bosis. Bilbao, having 32 cleans, edged the others for seventh place in the individual standings. Camozzi and Bosis amazingly had the same number of cleans at 27, and the two had to be separated by ones! Camozzi won, seven to six. On down the line a bit, the same thing happened to Germany's Jens Ter Jung and Holland's Alex van der Brock, who both finished up on 40 points and 17 cleans. Jung got the nod on ones, 11-8.

Even though the Trial des Nations is considered easy in comparison to a World Championship round which claims an average of about 50 points from the winning rider, only eight riders had no fives at in Ireland: Colley, Colomer, Ahvala, Saunders, Miglio, Camozzi, Bosis and Rob Crawford.

When the dust had settled, almost all riders and officials considered the 10th Trial des Nations a success.

Even though the American team's placing was a little disappointing, team managers Marilyn and Wick Wicker considered it a successful event and worth the team's long journey. When one considers that the bikes that the American team riders competed aboard were not their personal machines, and that the team had only a couple hours of practice time on the machines, the last-place result doesn't look so bad after all. CN

Results

TEAM: 1. Spain, 30 points (Colomer/3; Bilbao/12; Tarres/15, Pons/23); 2. Great Britain, 33 (Colley/2; Saunders/8; Lampkin/23; Braybrook/24); 3. Italy, 34 (Sembenini/11; Miglio/11; Bosis/12; Grandine/55); 4. France, 58 (B. Camozzi/12; C. Camozzi/22; Nictou/24; Michaud/35); 5. Finland, 101 (Ahvala/8; Jahn/43; Haapanen/50; Hindgren/57); 6. Germany, 123 (Hoffmann/34; Lung/40; Lettenbichler/49; Greiner/72); 7. Netherlands, 180 (van den Brock/40; Reit/48; Ewalds/92; van der Linden/93); 8. Ireland, 208 (Crawford/19; Hanlon/91; McLaughlin/98; Smyth/136); 9. Belgium, 211 (D. Crosset/30; F. Crosset/86; Mathy/95; Dupont/DNF); 10. Switzerland, 288 (C. Monnin/89; Guillaume/89; Daengeli/110; Cottet/133); 11. Austria, 297 (Brandauer/69; Hitzler/107; Schwihlik/121; Kretz/133); 12. USA, 298 (Aaron/89; Peters/101; Kempkes/108; Commo Jr./124).

(Above) Diego Bosis helped balance the Italian team to a third-place finish. (Left) Bruno Camozzi was the top-finishing Frenchman, and competed aboard a French-made Scorpio. The team from France finished fourth.

INTERVIEW World Speedway Champion Sam Ermolenko

Sudden

By Scott Rousseau
Photos by John Hipkiss

For the first time in half a decade, American speedway ace "Sudden" Sam Ermolenko returned to the United States to contest this year's U.S. National Speedway Championship. It was a long road back for the 32-year-old from Cypress, California, who resides in Milton Keynes, England when riding for the British league Wolverhampton Wolves - but it was made easier with the confidence gained from having earned a much deserved World Individual Speedway Championship just one month earlier.

Ermolenko first made international headlines when he nearly won the World Individual Speedway Championship at Coventry, England, in 1985 on his first attempt; the upstart finished third in the three-man run-off for the title. Though expectations were high after that result, Ermolenko failed to improve on his performance until 1993, when he finally earned the World Championship in Pocking, Germany. In addition, Ermolenko had captained Team USA to two-straight World Team Cup titles in 1992 and 1993.

There were plenty of hard times along the way, most notably a 1989 long-track crash in Germany that nearly cost Ermolenko his career. The year-long road to recovery required that his injured right leg be shortened some two-and-a-half inches. Through it all, though, Ermolenko persevered, continuing to run the hectic schedule that sends him to over 100 races a year in five different countries. Ermolenko returned home to California long enough to contest the U.S. National Championship in Costa Mesa, and just hours before adding that event to his impressive win list for '93, he found time to express his views on the championships, the sport, and the inevitable politics that come with it all.

It's been a long time since you rode here on a regular basis. What are your thoughts going into the National?

The last time I rode the National I got third. I made some good starts, but I wasn't used to turning so tight and I wasn't prepared for a lot of the action on the track. Today's practice should give me a lot of help going into the meeting. I think I'm capable of winning this without any problem, but also on this small track there's an element of luck involved. If I can go out there, make five starts and not do anything stupid, I think my chances are pretty good.

You were pretty disappointed after last year's World Final. It seems that every year expectations are high and you run into bad luck. What made 1993's World Final so different?

Every time I've been in the World Final, I've approached it differently based on my previous experience. Obviously, when I didn't win it I didn't know the right way to approach it. Mentally, what I figured was that I race every day in the British league and I'm beating everybody regularly. All I've got to do is treat it as a normal meeting, but rise to the occasion. I said to myself, "Lets just go there and prepare like we do every meeting and just do it." That's exactly what I did. I didn't let anything get to me. I knew exactly what I wanted to do every time I went to the starting line.

In the World Final there was a bit of controversy regarding the race between you and Hans Nielsen because it ultimately decided the championship. What is your side of the story?

I made the start and led down the back straightaway. On the approach to the next corner there was a hole that I had hit earlier and actually lost my footing, so I made a wide approach to the turn. As I went in high, Nielsen had dived straight inside. I heard him coming up to me and then all of a sudden he was right there. I moved a little bit to take a wider line, and at that time he came straight across. The back side of his frame just hit my front end and lifted it, and it just took me right out. It wasn't like I was going into the fence or anything, I just fell straight down. He's done that in about three or four meetings and he's gotten away with it.

But Nielsen blamed you for the incident.

This is how I read it: Hans was desperate to win. Last year he went to Jawa engines and he struggled. He didn't even make the World Final because he failed to get out of his first round. This year, he was determined, and I'm sure that he was on a lot of contingency from his sponsors to win. He even went to the extreme of having the track for himself on an open practice three weeks beforehand. He and Gerd Riss spent the whole day out there practicing and tuning their bikes up. On the practice day before the final, the rest of us were trying all these different lines and bike setups, but Hans was riding in the same place every lap because he knew where to go.

Basically, there was a lot of Danish press at the World Final, and he just spilled his guts out so that his sponsors would feel sorry for him and say, "It was the referee that screwed up, not you, Hans." But he had already dropped a point before he met me. When we were escorted across the track after the meeting to go to the press conference, he asked me what I thought. I said, "Well Hans, I felt you coming and I moved over a bit. You just took my front end out." He said "No, I'm sure you leaned in on me." I saw the video tape the very next day, and sure enough, he took me right out.

There was just so much bull crap in the press about how it was all Hans Nielsen, and no credit for me. Right after that Sunday, there was what they call a revenge meeting in Vojens, Denmark. I usually get a good reception there, but this time it was really mixed. I won the meeting, but Hans beat me in a heat. So it still wasn't settled.

It was said that Nielsen went after you in the World

fortune

Team Cup and tried to make a point by knocking you down.
He didn't knock me down. It was just first-turn bunching. We both came from the outside. Nielsen came from four and made a really good move and squeezed everybody. It got tight and I went down. It wasn't his fault, he was just going for the win. The same four guys were in the last race, and Nielsen was on the pole. I just made the start on him and won it.

We're both racers. Off the track there's no problem. I meet up with him in airplanes all the time. Basically, on the track we're big rivals and we go for each other, but we go for each other in a way that we don't endanger anybody. He's never endangered me.

You had to be satisfied with Team USA's repeat in the World Team Cup.
I take a lot of pride in the fact that we were a depleted team going into the World team Cup. We did not have our best riders there. Ronnie (Correy) was on the sidelines. My brother (Charles) was on the sidelines. I'm not saying he's any better than any of the other guys on the team, but we've definitely had stronger teams. Without Ronnie it was that much harder. But we have some of the youngest talent on that team. I was captain, and I took a lot of pleasure in helping the boys win this thing. They did a really good job. To me, it's encouraging for the future of America that these young riders have tasted success so early.

Throughout your career you've been a master of consistency. How are you doing in the British league?
I have been leading the points since the beginning of the year. I'm currently carrying an 11.39-point average. The next highest guy is Hans Nielsen at 10.20. Twelve is perfect.

The new Grand Prix system, in which a series of races will decide the World Champion instead of the current single-event format, should reward the most consistent rider. It won't be as critical if a rider has a bad heat. What are your thoughts about the new program?
I think that the Grands Prix are going to be excellent as long as they have the money involved like they say. That's what attracts me. One of the things about the Grand Prix system is that it will be a true test. I'm not going to say how well I'm going to do because I don't like boosting myself and I don't like saying that I'm going to do something because it seems like every year I've told people I was going to win the championship, I didn't do it. That's why I just played it differently this year, and I just shut up and went and did my own thing.

You rode your first World Final in 1985 at Coventry, England and finished third. Many people had you tabbed to win it all in 1986. Were you disappointed when you fell back in the standings?
No. I've always said that your first appearance in a championship is probably one of your best chances of being a spoiler. Look at this year. Chris Louis was third in his first attempt. Last year Gary Havelock won the World Championship in his first attempt. This year there were six riders making their debut.

Did the fact that your American fans had begun to doubt your ability to bring home a world title weigh on you mentally?
I don't think so. I mean right in the middle of my career, I got hurt. The year off that I took gave me a chance to really think about my future plans and get my equipment together.

You're 32 now. How much longer do you think you are going to ride?
I'm retiring right after the U.S. National (laughs). I probably could have retired at the end of this year, but there's no way I can afford to shut down what I've got going. It would take me a year to do that. I'm going to take advantage of the Grands Prix, but if there's no money in it then I can't afford to do it anymore. I'd like the opportunity to be able to slow down and pick and choose my meetings.

But I think it's going to be easier for me to win championships now. I line up on the starting line and those guys are more worried about me than I am about them. Since the World Final, out of about seven or eight meetings I've had five maximums. Greg (Hancock) has probably beat me the most. He knows how to get in my way (laughs).

Since winning the World Championship, you've said you want to be an ambassador for speedway. Compared to past World Champions, what do you think that involves?
I think one of the things that's a factor is to be natural. I can give constructive views based upon what I know. I think its easy for someone to stand up and be shiny and proud of himself. But this is a perfect opportunity to stand up and be heard.

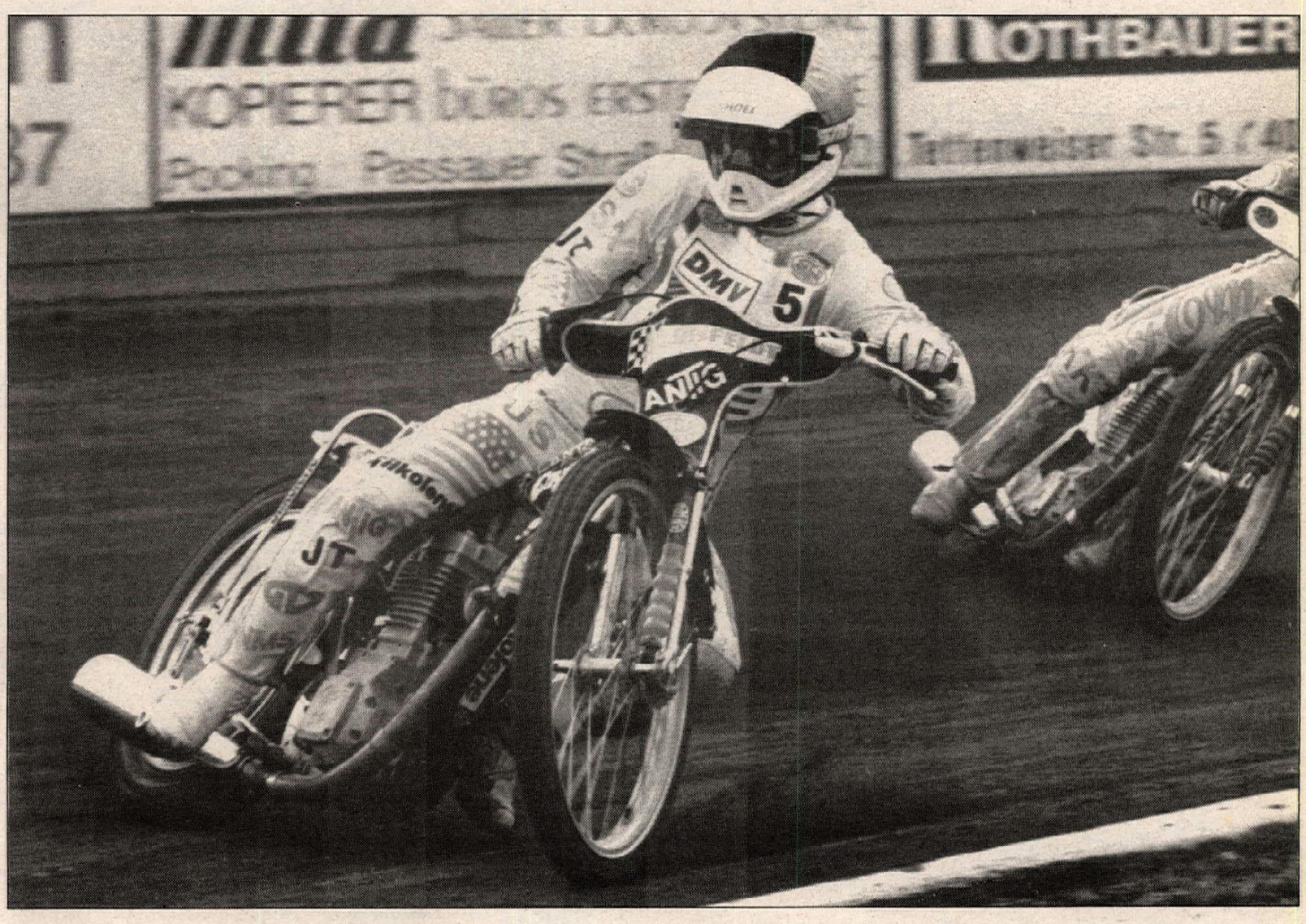
Do you want to see the AMA involved in Speedway again?
I'm hoping that the AMA and speedway can come to terms. I mean, what is this National that I'm racing in? The AMA is the one that's recognized by the international sanctioning body. I'm hoping that I am the medium that will bring the AMA and the Speedway Racing Association together. I got really involved when they were trying to stage the American Final at Victorville. I actually got between them and found out a lot about the politics. I think those things can be rectified and it can be a positive thing. They know what they've got to do. I'm missing two major meetings right now to race the National. The only way that I could get out of those meetings was that the AMA insisted I be released to come here as a favor to Harry (Oxley). But I personally wanted to come here to attract the media attention and show off that shiny new trophy.

Now you're talking politics. America is on top in international speedway, but racing over here seems to be in decline. What can be done about that?
I think American speedway is really lacking newcomers. We need junior programs, but I know that there's not a lot of money for that right now. Also, I think speedway needs to go on the road in the United States, and now that I've won the championship if I can get the media behind me to get it a little higher profile, I can use some ideas that in the past I never thought would happen. I don't want to put speedway in a category with professional wrestling where it's a bit staged. But I think that's the direction it needs to go, where you can actually put on a show that can be sold on television and will give us the coverage that we need. Then you can bring in a big international meeting, and it will be a successful promotion.

I talked to Bruce (Penhall, the last American rider since Ermolenko to win the World Speedway Championship, in '81 and '82) on the phone about a week ago and he said there was hardly anything in the news about me winning the World Championship. I don't have an answer why. I think if Bruce would have stayed around a little longer when he was in the perfect position to do something instead of retiring, then speedway would have a higher profile. But he just kind of walked away from it. It's only been Bruce's name that can attract attention to speedway because he's known in other areas now. I am going to do anything I can to help speedway here.

So are we going to be seeing you on "CHiPs" now? Is that what you're saying?
No. We're going to be on...what's that other one called?

Baywatch?
(Laughs) Yeah, that's it. CN



RIDING IMPRESSION 1994 Suzuki RM250R

It's changed - really!

By Kit Palmer
Photos by Kinney Jones and Donn Maeda

Evidently, there are two prerequisites when applying for an engineering position at Suzuki. Not only must one be a technical whiz, but an accomplished magician as well. What else could explain how a motorcycle such as the '94 Suzuki RM250R can take on so many changes and perform so differently than its predecessor, yet still look nearly identical? Somehow, the folks at Suzuki managed to do just that.

It takes a well-trained eye to distinguish the difference between the '93 and '94 models. Without resorting to the use of a magnifying glass, there are two ways: First, the unsightly "250" decals that used to be glued to the side panels are now attached to the swingarm, and the front disc brake guard is now yellow instead of white. Also, the "RM" stickers which adorn the radiator shrouds are now a slightly different color. But the important changes are hidden within.

Suzuki already had a good thing going with its '93 RM250; it was fast, the power hit extremely hard and it was graced by good suspension and quick handling qualities. For these reasons alone, it was a hit with the more experienced riders, but for '94, Suzuki decided to tame down the RM *just a little bit*, "...so 250 riders of all skill levels can feel confident on the bike," to quote Suzuki.

In order to make the RM250 more "user-friendly," Suzuki made many small-but-effective performance and reliability changes to the 249cc, liquid-cooled, case-reed induction engine.

One of these changes included redesigning the intake tract, making it straighter to provide a smoother path for the fuel mixture to the combustion chamber. Suzuki also made the intake tract shorter to reduce the distance the fuel mixture must travel. These changes are claimed to provide a smoother - yet still quick - throttle response. The changes also required that the clutch and magneto covers be made larger and the shift lever reshaped.

Cylinder porting changes have also been made to enhance mid-range and top-end performance, while an all-new exhaust pipe has been designed to bring out more bottom-end power.

To increase durability, a second ring has been incorporated into the piston and the crankshaft bearings have been enlarged. According to Suzuki, the clutch housing has been beefed up, though the clutch itself uses one less drive and driven plate to help improve feel.

Suspension-wise, the biggest news is the new Showa fork, which features what Suzuki calls the Twin Chamber system. The term, "Twin Chamber" describes how fork oil is separated into two areas of the fork. Previously, the cartridge and the rest of the fork shared the same oil supply. Now the oil in the cartridge is completely sealed off from the rest of the system. This prevents air contamination of oil in the cartridge, which can hinder performance.

One unique design of the new fork is that all the internal parts have been inverted - the compression damping adjuster (18-way) is now at the top in the fork cap and the rebound adjuster (18-way) is at the bottom of the fork. And the lighter-rate spring is located in the bottom half of the fork. This rearrangement of controls was primarily to relocate and enlarge the oil lock system, which prevents harsh bottoming at the end of the stroke.

In order to improve the RM's tracking

(Above) Despite its '93 looks, the 1994 RM250 is actually quite different than its predecessor. Cosmetically, the bike remains basically unchanged. (Left) The big news in '94 is the all-new Showa fork. The twin-chamber design delivers a greatly improved ride. (Right) The awesome RM250 motor has been toned down a bit, and not a moment too soon. Last year's powerplant was a bit too violent for most riders. This year's is just as fast - just a bit friendlier.

ability over the smaller bumps, the Showa shock has been revalved and fitted with a lighter-rate spring, and the linkages have been changed for a new ratio.

Other chassis changes include brake pads that are claimed to be both longer-lasting and "grippier," cast one-piece footpegs that are also wider and longer, and radiator shrouds that are 20 mm narrower (from knee to knee).

And to top things off, for the first time, the RM comes with a detachable triangle-type side stand, which replaces the archaic bolt-on design. The triangle stand supports the bike from the rear axle.

Once again, Suzuki will be offering a lucrative contingency program for '94. RM riders will be eligible for a piece of a multi-million dollar purse at amateur and professional events around the country. Plus, students will be again eligible to earn a $500 U.S. Savings Bond through Suzuki's Good Scholar Program. CN

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation

RIDING IMPRESSION 1994 Suzuki RM250R

I was terrified by last year's RM250, and in all honesty - I wasn't very anxious to throw a leg over the 1994 version. After all, the new bike looked the same, so why shouldn't it work the same? The '93 RM250 motor had a lackluster bottom end, an overly violent burst of power in the middle, and not much on top. Coupled with a quick-handling, supercross-style chassis, the yellow machine was completely out of my league.

Okay, enough of the old, in with the new. My first ride aboard the '94 RM was at Starwest Supercross Park in Moreno Valley, California. Just as it's name indicates, the track is filled with jumps, whoops and more jumps - though all are relatively easy.

At Starwest, I was pleasantly surprised to find that the engine had been toned down a bit in comparison to last year's. Don't get me wrong - the bike still hauls - it's just not as violent. While last year's motor had a minimal amount of bottom-end power, the new engine produces a good amount of power down low that pulls relatively smoothly into the fat part of the powerband. The midrange burst is still there, but it comes on in a more-controllable fashion. Unlike last year's motor, the '94 continues to pull when over-revved. Where the '93 would fall on its face, the '94 keeps on going.

At Starwest, the power was perfect for the short take-off ramps of many of the obstacles, and blipping the throttle and skipping through the supercross-syle whoops was just as easy.

The bike was also perfectly suited for the supercross-style track. The new-style Showa fork did an admirable job of soaking up even the harshest of landings, (Hey, everyone comes up short now and then, right?) and the rear end never did anything strange or unpredictable. Last year, the '93 RM caught me off guard repeatedly with unexpected swaps and kicks, especially when attacking uneven-faced jumps or square-edged braking bumps. Though there were no really rough sections at Starwest, I was quite pleased with the way the new RM250 handled.

My next ride aboard the yellow beast was at Glen Helen OHV Park, sight of the AMA 250cc National MX Series finale. The Glen Helen track is considerably faster than Starwest, and is much rougher as well.

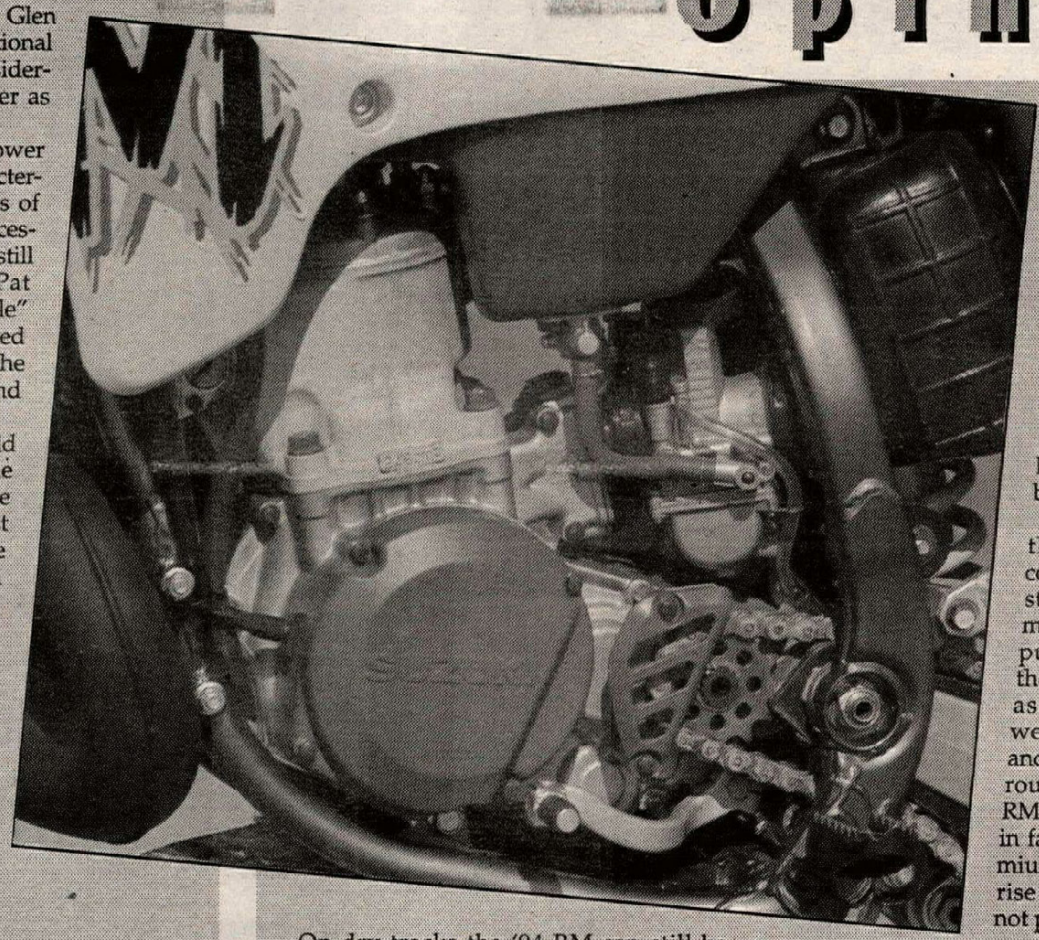
While I was equally as pleased with the power output at Glen Helen, the bike's handling characteristics brought back some not-so-fond memories of the '93. The bike is much better than its predecessor, but when the track gets hairy, the new RM still gets a little twitchy. According to Suzuki's Pat Alexander, the '94 RM250 has an "outdoor-style" shock linkage ratio, whereas last year's was geared more toward stadium-type obstacles. Hence, the '94 rear end is not as stiff initially, and the end result is a plusher and more-predictable ride.

As for the rest of the machine, I guess I could very well say that it's all the same, with the exception of the new yellow disc guard. The graphics are new, but look nearly identical to last year's. In fact, I had to persuade several people that the RM was actually a '94 model. I wish Suzuki had done something with the left radiator shroud. Last year, I had an ongoing problem with my left boot getting stuck under the shroud, and to my dismay, the same goes for '94.

All in all, I feel that Suzuki's latest RM250 is greatly improved over last year's effort, and am looking forward to spending more time aboard the yellow machine.

Donn Maeda

Age: 25
Height/weight: 5'10"/165 lbs.
Specialty: Motocross
Riding ability: Novice



(Above) The bottom of the left-side radiator shroud may catch on some riders' boots. As always, the RM's transmission is butter-smooth.

Suzuki RM250	
List Price	$4749
Displacement	249cc
Engine type	Liquid-cooled, single-cylinder two-stroke
Bore X Stroke	67 x 70.8mm
Compression ratio	10.5-8.8:1
Carburetion	Keihin PJ38
Ignition	Suzuki PEI
Transmission speeds	5
Starting system	Kick
Fuel capacity	2.0 gal.
Wheelbase	57.7 in.
Seat height	37.8 in.
Front tire	80/100x21
Rear tire	110/90x21
Front wheel travel	12.2 in.
Rear wheel travel	12.8 in.
Front brake	Disc
Rear brake	Disc
Final drive	Chain
Claimed dry weight	216 lbs.

Opinions

I concur with Donn, but not completely.

I do agree that last year's engine was explosive and a little un-nerving - there was never a dull moment when riding the '93 RM250 on hard-packed and dry tracks! Yes, Suzuki did have Supercross on its mind when it developed the '93 RM250, and it was obvious, too, with the bike's explosive hit and quick handling. But you'd have thought it would have more bottom end than it did.

I again agree with Donn that the '94 RM hauls! The power comes alive sooner than before but still hits pretty damn hard in the meat of the power-curve. It also pulls slightly longer on top. Even though it doesn't quite hit as hard as before, it still makes a lethal weapon on supercross-style tracks and is now even better on faster and rougher "outdoor" tracks. The new RM hooks up extremely well, so well in fact, that when traction is at a premium, the front wheel can - and will - rise too far off the ground if you're not paying close attention.

On dry tracks the '94 RM can still be quite a handful, however. Poor throttle management can leave you spinning and left behind in the dust. But overall, the new RM is easier to ride than before, mainly due to the fact it has more bottom-end than last year's "on/off switch" powerband. It might be slightly tamer than before, but it's still plenty fast.

For me, the most noticeable difference between the '93 and '94 RM is the front suspension. Unlike Donn, I feel that the new Twin Chamber design fork is a tremendous improvement over last year's unit. I especially like the way the fork absorbed heavy impacts when touching down off big jumps - very "cushion-y." Even at high-speed, the front end soaks up the bumps and G-outs with authority.

The back end works extremely well, too. For the second year in a row, the RM actually feels stable and predictable down whoop-filled straights. For a while there, the RM250 was downright scary and unpredictable on rough tracks; it seems that Suzuki has finally come up with a shock/linkage/frame combination that really works.

The RM still corners as well as ever, either diving through the inside line or sweeping out wide in the berms, but what worked best for me was starting out wide in the berms and squaring off to the inside. Anyhow or any way, the RM is happy to oblige.

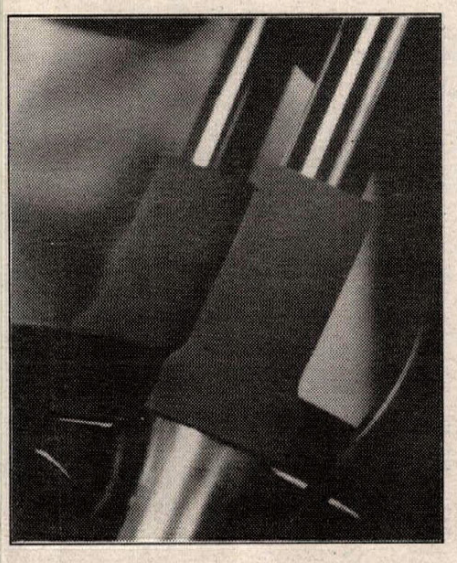
Slowing down for the turns is a cinch, much thanks to a super strong and progressive front brake. The rear binder is also strong and has good feel, but most of the work can be handled by the front binder.

Even if Suzuki hadn't touched a thing on the '94 RM250, I wouldn't have complained (much). But by polishing off some of the rough spots in the powerband and installing the new Twin Chamber fork (which, by the way, takes forever to break in, so be sure to log many hours of good ol' hard riding on the Suzuki before making adjustments), the '94 Suzuki RM250R is even better than before. And that is saying a lot.

Kit Palmer

Age: 32
Height/Weight: 6'1"/160 lbs.
Specialty: Off-road/MX
Skill level: A/Vet Intermediate

NEW PRODUCT



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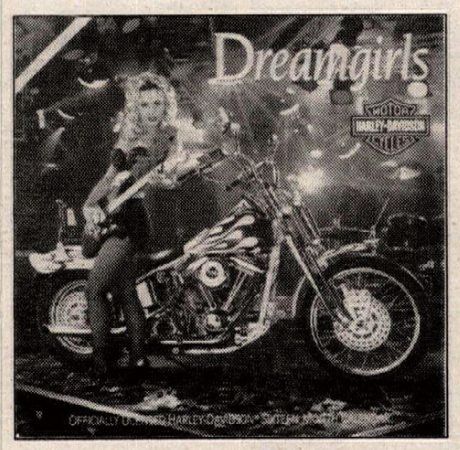

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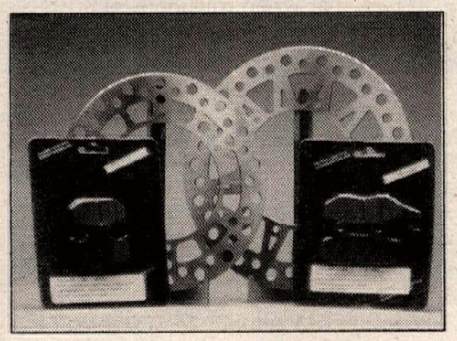

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MOTOCROSS AMA/Dirt Shirts Fall Classic MX Series: Round 3

Ferry, DeHoop top High Point

(Top) Barry Carsten (46) led Chad Lough (81), Steve Childress (82) and David Hand (74) at the start of the opening 250cc/Open moto.

(Above left) Tim Ferry sailed to the win in the 250cc/Open class by sweeping both motos. (Above right) Todd DeHoop and his wife celebrated his 125cc class win. (Right) Jeff Glass was the holeshot king in the 125cc class.

By Davey Coombs

MT. MORRIS, PA, OCT. 10

Michigan's Todd DeHoop and Floridian Timmy Ferry made their trips to High Point Raceway in southwestern Pennsylvania pay off as each took home a Pro class win at the third round of the inaugural AMA Dirt Shirts Fall Classic MX Series. DeHoop topped the 125cc Pro class with a 2-1 score, while Ferry reeled off a pair of moto wins in the 250cc/Open Pro class.

Damien Plotts and 125cc series-points leader Barry Carsten followed DeHoop home in the 125cc class, while Ferry was trailed by DeHoop and local hero Steve Childress in the 250cc division.

The High Point facility has hosted National Championship rounds since 1977, but only once - in 1978 - has the course been run backwards. In order to add a different twist to the fall series, however, organizers decided to run the course in reverse. The faces of the jumps were rounded off in the interest of safety, and no injuries were reported.

"I think I like the track backwards better," said Ferry. "But maybe that's because I've never ridden it forwards!"

Ferry's luck on the backwards course started off badly, as his ignition misfired just after the start of the first 125cc Pro moto. Ferry started outside of the top 20 and spent the entire race trying to work up through the field. At the other end of the pack, DeHoop ran out front and battled with holeshot artist Jeff Glass. Carsten was mired midpack after a poor start.

"They were supposed to do the start just like they do at the Nationals," said Carsten. "The gate is supposed to fall five to 10 seconds after they turn the card sideways, but it fell in about two seconds. Everybody was caught off guard, myself included."

Carsten smoked into third by the 20-minute mark with Ferry hot on his heels, while DeHoop continued to lead with Plotts hot on his tail.

In the closing stages of the race, DeHoop held a five-second lead over plotts, but his luck would turn for the worse.

"About four laps from the end, I caught a deep rut in an off-camber turn and smashed my pipe completely," said DeHoop. After that Plotts reeled me in and got by. I couldn't stay with him on the uphills."

Plotts scored the win with a five-second lead over DeHoop, while Carsten finished third a few seconds back. Ferry was fourth.

The second moto saw another Glass holeshot.

"I could see the starter's hat poking up from the box," said Glass. "Everytime he dropped the gate, his hat would bob down. If he had faked me, I would have been right through the gate."

Ferry pulled off early in the race after his ignition problems escalated, but DeHoop was on fire as he motored past Glass and into the lead. Plotts and Carsten motored into second and third, respectively, but things changed suddenly at the 20-minute mark.

"I went down the downhill ski jump with too much confidence," said Plotts. "I jumped too far and landed in some braking bumps and went down. Barry was right behind me and ran over me and my bike. He was pretty nice about it, though; he stopped to see if I was all right before he got going again. After that I was hurting, so I just rode to the finish."

DeHoop motored to an uncontested win and also enjoyed the overall honors as well.

"That was my goal today," said DeHoop. "I'm only one point behind Carsten now."

The start of the first 250cc/Open Pro moto saw DeHoop and Carsten lead the way into the first turn and battle for the first few laps. Meanwhile, Childress, Glass, Dale Spangler and David Hand filed in behind. Ferry gated poorly but worked up to fourth within only a few laps.

Within a few more laps he had motored past Childress and Carsten to close in on DeHoop. Ferry finally claimed the lead at the 22-minute mark when he dove under DeHoop on the inside of an off-camber turn and out-ran him up the following hill.

"I didn't get a good start but I rode smoothly and caught up," said Ferry. "DeHoop's 500 was just pelting me. I was surprised that I passed him on an uphill."

Carsten would also motor past DeHoop on the same section of the course.

"Todd passed me early in the race but I think he got tired out," said Carsten. "I paced myself the whole time and caught him with three laps to go."

"I hit that same rut at the bottom of the hill that I did in the first 125cc moto," said DeHoop. "I've got to find a better line."

At the finish, it was Ferry with the win over Carsten and DeHoop. "I didn't get my 250 suspension back in time from Pro Circuit, so I had to race a 500," said DeHoop. "Its been over a year since I raced an open bike."

DeHoop pulled another holeshot in moto two ahead of Hand and Ferry. Within a lap, Ferry had displaced Hand and was breathing down DeHoop's jersey. Ferry over-revved his motor in the slow corners, making sure that DeHoop knew that he was there. Ferry took over within a few laps and motored off to an easy win. DeHoop held on to second over Childress. CN

Results

125 O/A: 1. Todd DeHoop (Hon); 2. Damien Plotts (Suz); 3. Barry Carsten (Suz); 4. Steve Childress (Suz); 5. Doug Stone (Kaw); 6. Roy Snellingen (Suz); 7. Shane Lawson (Suz); 8. Jeff Glass (Hon); 9. Ty Harris (Hon); 10. Doug DeHaan (Suz); 11. Tim Ferry (Yam); 12. Damyn Swanepoel (Yam); 13. Steve Herman (Suz); 14. Chris Ritter (Hon); 15. Wally Silva (Kaw); 16. Jimmy Evans (Kaw); 17. Tim Pustelak (Suz); 18. Chad Miller (Hon); 19. Chuck Nicholson (Suz); 20. Ryan Duff (Hon).

AMA DIRT SHIRTS FALL CLASSIC MX 125 SERIES POINT STANDINGS (After 3 of 6 rounds): 1. Barry Carsten (129/1 win); 2. Todd DeHoop (128/1); 3. Tim Ferry (65/1); 4. Damien Plotts (61); 5. Anthony Pocorobba (59); 6. Wally Silva (57); 7. Doug DeHaan (53); 8. Doug Stone (51); 9. Jeff Curry (50); 10. Ty Harris (47); 11. (TIE) John Kitsch/David Gaylord (42); 13. Steben Herman (38); 14. Steve Childress (34); 15. Joel Dengler (31); 16. Roy Snellingen (29); 17. Shane Lawson (26); 18. Ryan Hughes (25); 19. Dan Jannette (24); 20. Jeff Glass (23).

250/OPEN O/A: 1. Tim Ferry (Yam); 2. Todd DeHoop (Hon); 3. Steve Childress (Suz); 4. Barry Carsten (Suz); 5. Dag Boyesen (Yam); 6. Dale Spangler (Suz); 7. David Hand (Hon); 8. Chad Lough (Suz); 9. Doug Stone (Kaw); 10. Shane Slother (Yam); 11. Doug DeHaan (Suz); 12. Warren Reid (Hon); 13. Chris Ridgway (KTM); 14. Greg Bowen (Yam); 15. Mark Weaver (Suz); 16. Jeff Glass (Hon); 17. Dave Bittner (KTM); 18. Tim Pustelak (Suz); 19. Jeffrey Provance (Hon); 20. John Stiegler (Kaw).

AMA DIRT SHIRTS FALL CLASSIC MX 250/OPEN SERIES POINT STANDINGS (After 3 of 6 rounds): 1. Barry Carsten (104); 2. Todd DeHoop (91); 3. Tim Ferry (70/1 win); 4. Dag Boyesen (62); 5. (TIE) Mike LaRocco/Mike Kiedrowski (50/1 win each); 7. (TIE) Doug Stone/Greg Bowen (49); 9. Chris Ridgway (45); 10. John Dowd (44); 11. Jeff Curry (40); 12. Steve Childress (38); 13. Keith Johnson (35); 14. (TIE) David Gaylord/Anthony Pocorobba (33); 16. (TIE) Mike Treadwell/Dale Spangler (29); 18. (TIE) Chad Lough/Joel Dengler (25).

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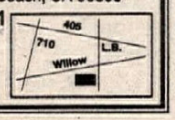

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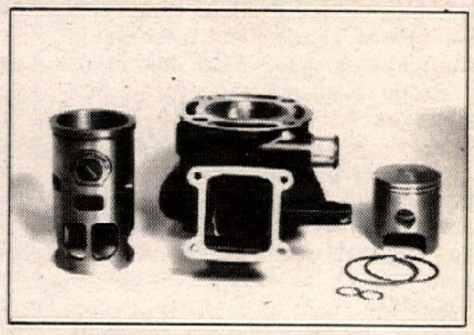

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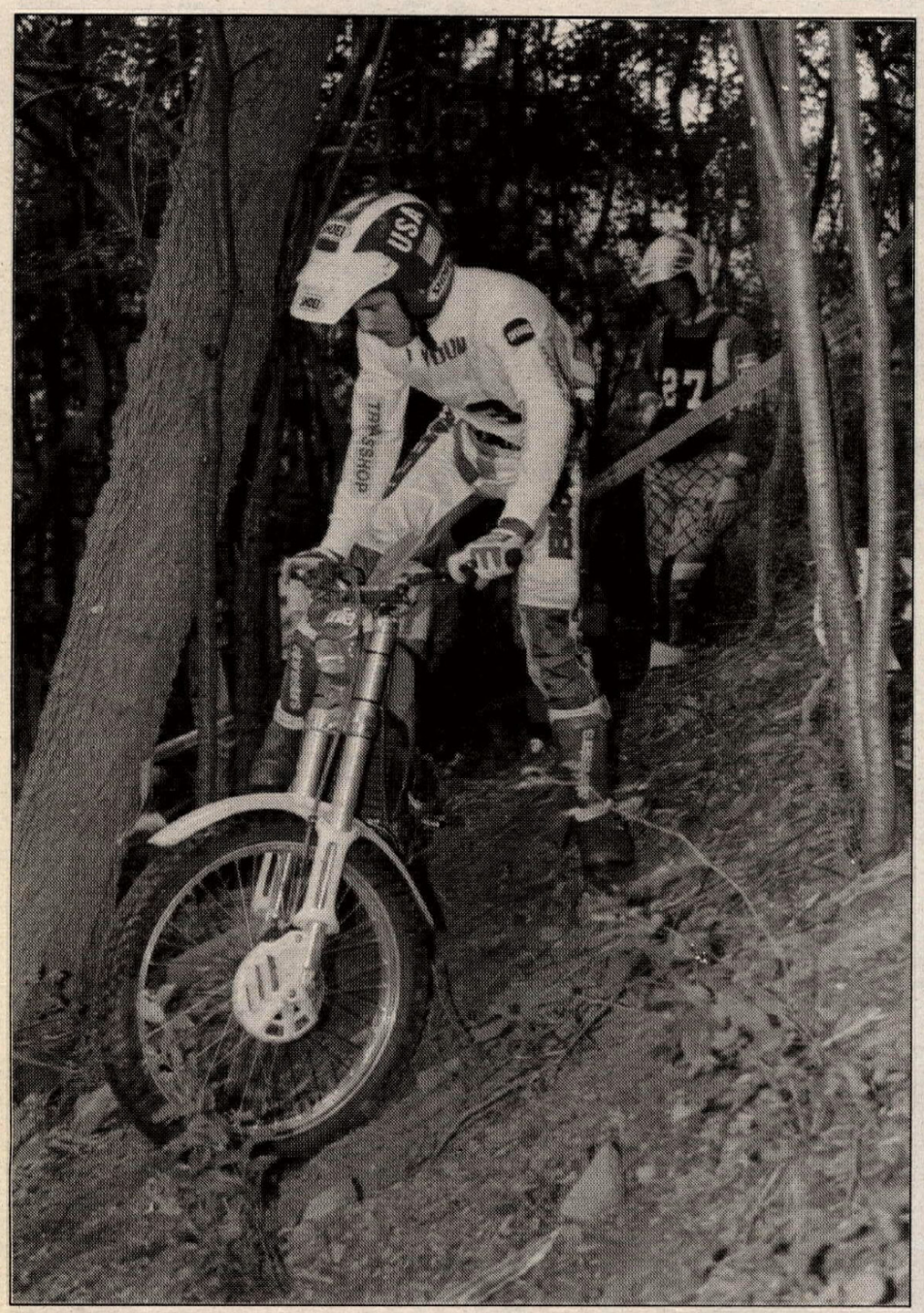
AMA/NATC National Championship Observed Trials Series: Round 6



(Left) Ryan Young clinched his sixth-consecutive AMA National Observed Trails Championship Series title with a winning performance at the Kachina National. (Right) Geoff Aaron finished second at Kachina, and second in the final series standings. (Below) Geoff Aaron (Left) and Ryan Young (right) have been the dominant two riders for the past several seasons.

FILE PHOTOS BY DONN MAEDA

Young makes it six with Kachina win

By Chris Johnson

SAN YSIDRO, NM, OCT. 10

Don't say, "five-time National Trials Champion" anymore, when referring to Ryan Young. Now it's six titles for the Pennsylvanian, who clinched his latest honor at the Kachina National in New Mexico.

Competing for the southwestern-style sand painting trophies were Gas-Gas-mounted Young, Beta rider Geoff Aaron and Colorado's Mark Manniko, on a Fantic, along with 92 other series regulars and local New Mexico Trials Association (NMTA) aspirants.

The event marked the return of championship riders to New Mexico after a three-year absence. The NMTA hosted the trials at the Bureau of Land Management's OHV area just northwest of San Ysidro.

NMTA trial masters David and Bud Cole and Joe Boyce set an assortment of sections mixing stone gardens, tricky loose shale slopes, deep sand and rocky washes, on a 2.2-mile loop with a one-mile foot path for the more than 400 spectators. The nasty 10th section, regarded by locals as uncleanable, claimed points from every Championship- and Expert-class rider on each loop. The support classes didn't even attempt the arroyo known as Killer Canyon, but one High School class rider was overheard saying that even the bypassing trail was tougher than some actual sections.

Many support-class competitors zeroed their comparatively easy sections and posted very low scores. Beta-mounted Mike Huddleston from Ohio posted 3-1-1 loop scores for the Sportsman class win. Three riders were tied for second place with six points each. Tie-breaking sorted Stephan Dolan, Dean Wright and Greig Engel into second, third and fourth places, respectively.

High School class rider Ryon Bell, on a Gas-Gas, amassed outstanding 0-1-1 tallies to claim his class trophy, while Keith Adams of Idaho rode his Aprilia to the best score of the day; he picked up only one point in three circuits of the Support-class sections. The near-perfect ride earned him top place in the 40+ class.

In the more difficult Championship- and Expert-class sections, only Young was able to post consistent single-digit loop scores for a three-loop total of 22. Aaron, who won round five in nearby Colorado the day before, was second with 32.5. Manniko followed with 55 points, which was a pleasant surprise considering his absence from recent competition. Nebraska Gas-Gas rider Jess Kempes came in a very close fourth with 58 points.

Also pleasing in their Championship-class performances were locals Drew Bingham and Chuck Sutton. Bingham showed up on a trick new Yamaha and rode it to ninth place. Aprilia rider Sutton impressed everyone with an excellent ride in the uphill stone garden of section 14, and a respectable 10th-place result.

During the first loop, riders carefully examined the various lines, consuming so much time that several bottlenecks developed and late points resulted. Even Aaron was a victim. The New Mexico autumn winds began to pick up in the late afternoon, as did the pace of the competitors, who no longer had to spend so much time preparing.

At the trophy presentation, NMTA's Diane Cole presented Young with a bottle of champagne in honor of his sixth title and and 40th National win. Aaron was well within spraying range, and the crowd backed away in anticipation. But Young, ever the gentleman, popped the cork, took a victory swig, and passed the bottle to Aaron. CN

Results

C'SHIP: 1. Ryan Young (G-G); 2. Geoff Aaron (Bet); 3. Mark Manniko (Fan); 4. Jess Kempes (G-G); 5. Ron Commo (Bet).

EX: 1. Ron Schmelzle (Bet); 2. Steve Fracy (Bet); 3. Steve Clark (Apr); 4. Chris Bardell (Apr); 5. Bryan Byrd (Fan).

H/S: 1. Ryon Bell (G-G); 2. Derek Martinson (G-G); 3. Matt Moore (G-G); 4. Toby Willett (Bet); 5. Tom Hunter (G-G).

SPTMN: 1. Mike Huddleston (Bet); 2. Stephan Dolan (Fan); 3. Dean Wright (Fan); 4. Grieg Engel (G-G); 5. Robert Hertrich (Apr).

30+: 1. Bob Rowland (Yam); 2. Robert Schwenke (Fan); 3. Robert Weiher (G-G); 4. Kevin Bobb (Fan); 5. Don Garcia (Apr).

35+: 1. Howard Galbreath (Apr); 2. Shan Moore (G-G); 3. Bob Pennington (Bet); 4. Jim Snell (G-G); 5. Kent Graham (Apr).

40+: 1. Keith Adams (Apr); 2. Gary Sempsel (G-G); 3. Rod Tomson (G-G); 4. Garry Hoover (G-G); 5. Clive Hannon (Fan).

45+: 1. Dale Malasek (G-G); 2. Larry Crump (Bet); 3. Michael Bucholz (Mon); 4. Ron Saum (G-G); 5. Bob Pick (Bet).

50+: 1. Bill DeGaris (G-G); 2. Stan Hensley (Yam); 3. Dave Watson (Bet).

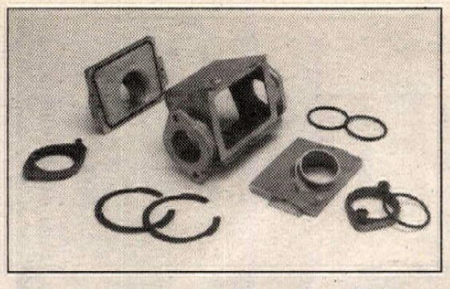
55+: 1. Jack Heminway (G-G); 2. Bill Thompson (Yam).

60+: 1. Art Webster (Yam).

AMA/NATC NATIONAL CHAMPIONSHIP OBSERVED TRIALS SERIES POINT STANDINGS: (After 6 of 7 rounds): 1. Ryan Young (170/4 wins)*; 2. Aaron Young (110/2); 3. Raymond Peters (109); 4. Jess Kempkes (103); 5. Didier Nonim (92).

* Clinched title

NEW PRODUCT



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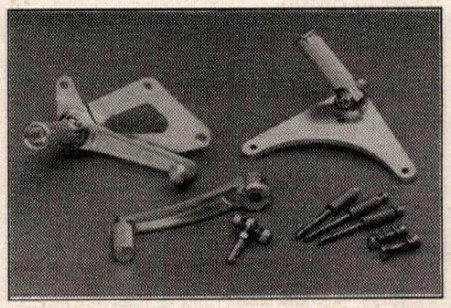

Storz Performance's CNC Machined Rear Set Footpeg Kits for Harley-Davidson Sportsters are designed to bolt on to existing holes in the stock primary and sprocket covers. The stock rear master cylinder is retained, and the kit includes folding footpegs, a one-piece shift lever and stainless steel footpeg pivots that will also accept the OEM Harley-Davidson rubber footpegs. The shifting pattern is reversed with the installation of the kit. The kit costs $359. For more information contact Storz Performance, Dept. CN, 239 S. Olive St., Ventura, CA 93001, 805/641-9540. CN

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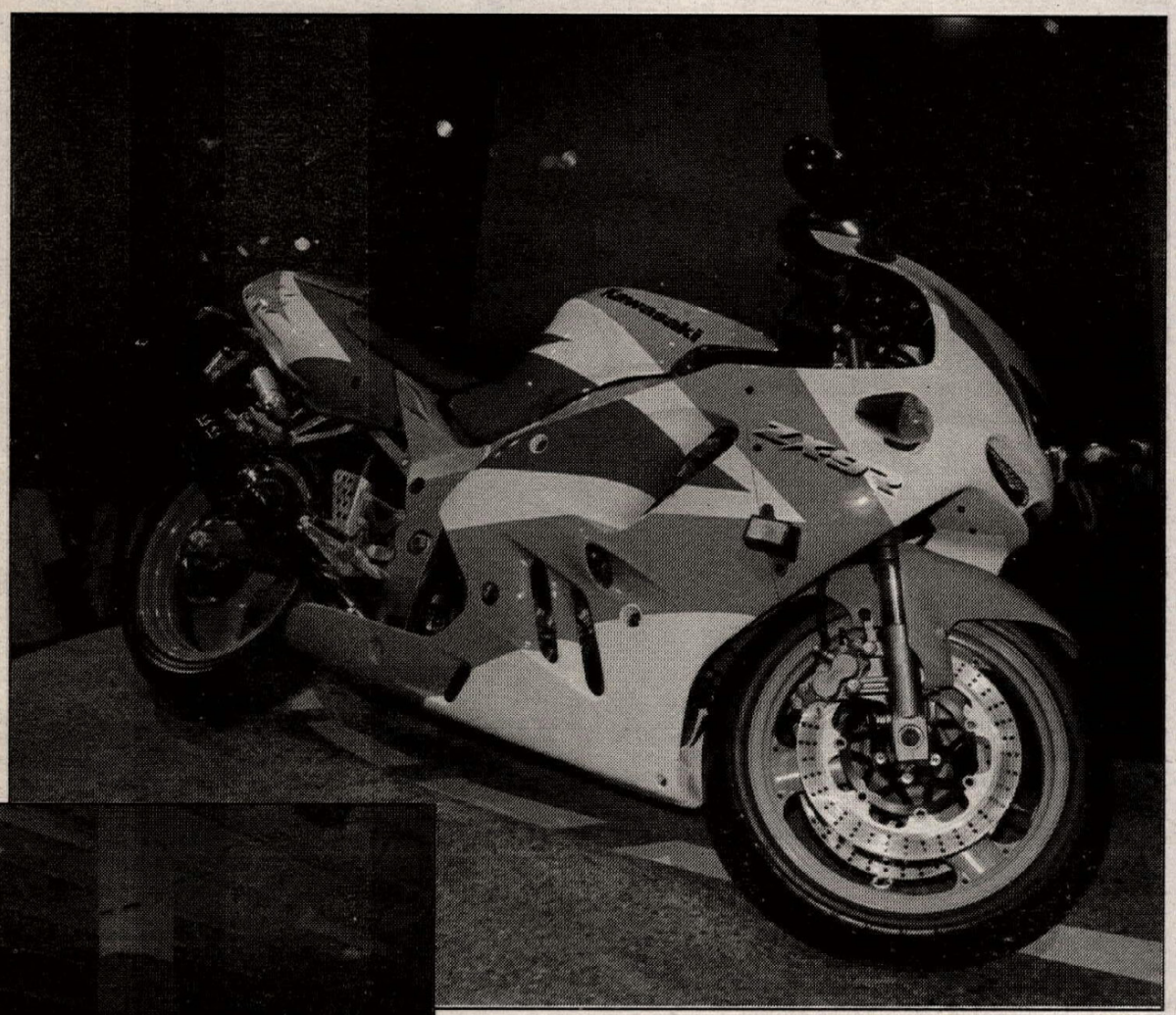
NINJA ZX-9R, KLX250R UNVEILED AT KAWASAKI DEALER SHOW

By Chris Jonnum

Kawasaki dealers from all parts of the country gathered at the deluxe Loews Anatole Hotel in Dallas, where the manufacturer showed off two all-new models that will complement their '94 line-up. The occasion was Kawasaki's 1994 dealer show, which gave retailers a chance to check out the new bikes and to celebrate Kawasaki's 27th year of doing business in the U.S.

"Passion, Power and Promise," was the theme of the event, which included an extravagant video and light show, complete with dancing girls. Though all the hoopla was impressive, of primary interest were the new bikes.



(Right) The all-new Ninja ZX-9R was the show stealer at Dallas. The machine is Kawasaki's answer to Honda's popular CBR900RR.

(Left) The KLX250R off-road machine will make its first appearance in the United States in '94. Dual-sport enthusiasts will have to wait at least one more year for a street-legal version. (Below) What do you get when you give last year's EX500 bigger wheels, updated graphics and refined body work? The 1994 Ninja 500.

Foremost in the mind of the the knee-dragging set is the Ninja ZX-9R. Kawasaki's goal with this bike was to "take all of the best features of the high-performance ZX-7R, and add extra rider wind protection, a more civilized riding position and some horsepower."

Despite the similarity in names, the ZX-9R will be readily available to the general public, unlike the race-ready, limited production, 749cc ZX-7R, on which the new bike is based. While the ZX-9's liquid-cooled, DOHC, 16-valve, 899cc engine is derived from the sporty ZX-7, it has new pistons, rings and connecting rods. Also, the crankcase and crankshaft were strengthened in order to withstand the added horsepower, and radiator capacity was increased. A two-piece exhaust replaces the one-piece unit of the ZX-7, and the friction material on the clutch plates is now paper-based instead of cork-based.

The new Ninja features a twin ram air induction system, with a larger air filter than that of the ZX-9, and also includes a resonance chamber for lower intake noise levels. Other noise-cutting measures include rocker arm springs that hold the rockers down against the ends of the valve stems, a silent cam chain and a rubber damper fitted to the right end of the cylinder.

Like the ZX750, the ZX900 sports an aluminum-perimeter frame made from pressed, then welded aluminum sheet. However, the ZX-9R's frame has two downtubes, both of which unbolt for easy service. This allows the engine to be rubber-mounted in front. The swingarm is made with a hollow-cast aluminum pivot-area piece, and the chain adjusters are 15mm longer than on the ZX-7.

Handling the front suspension chores on the 900 is a 41mm inverted cartridge fork with 12-way rebound and seven-way compression damping adjustment and threaded spring preload adjusters. Out back is a 20-way compression, four-way rebound damping adjustable shock.

The front brake utilizes two 5mm thick, 320mm floating discs, which are gripped by four-piston calipers. The rear binder has a 6mm thick, 230mm disc, with a single-piston pin-slide caliper. ZR-rated low-profile radial tires - both 17-inchers - provide the contact patch, and

wrap around three-spoke cast aluminum wheels; the front rim is 3.5 inches wide, while the rear has a whopping 5.5-inch width.

The bodywork on the ZX-9R includes a wider and taller windscreen, with a small center vent that allows air to defog the windscreen. Also, there is room under the seat for a bike lock, and the rear-view mirrors feature a position-memory function. The riding position, while sports-oriented, offers more rider/passenger comfort than the ZX-7R, with lower pegs and higher bars (complete with end weights).

Suggested retail price on the ZX-9R is $9299, and it has a claimed dry weight of 474 pounds.

For the off-road crowd, the big news is the much-anticipated KLX250R, which Kawasaki manufactured last year but opted not to import into the States. Still, several publications (including *Cycle News)* were able to get their hands on the little thumper, and it has received shining reviews.

The KLX250 will go head-to-head against Honda's popular XR250R, and ups the ante with KX-like features such as a perimeter frame, full-coverage radiator shrouds, electrofusion cylinder, liquid-cooled engine, and a 43mm inverted fork. Also standard is a large airbox, a 32mm Keihin CVK carburetor, six-speed transmission, ratchet-type cam chain tensioner, dual radiators, automatic compression release, stainless steel exhaust header and aluminum rims. The KLX comes enduro-ready, with plastic handguards, a quiet silencer with spark arrestor, quick-release rear wheel and a resettable odometer, but the fuel tank is a bit small at just 2.1 gallons.

While the KLX650, introduced last year, was criticized for being overweight, the 250cc version is said to tip the scales at a mere 220 pounds, dry. For comparison, claimed dry weight on the XR250 is 245.8 pounds. That added technology and weight-savings doesn't come free, however, as suggested retail price on the KLX is $4699, an even grand more than the XR.

While the ZX-9R and KLX650 stole the show, another model to receive considerable updates was the EX500, or the Ninja 500 as it is now called. The bike is intended to bridge the gap between the Ninja 250 and the Ninja 600R, and "replaces the EX500 with updated styling and features to increase value to the customer."

Serious riders will rejoice to hear that the 500 finally gets bigger and wider 17-inch wheels, replacing the little 16-inchers that greatly limited tire selection in the past. Also, the new front fork has larger diameter tubes with thinner walls for increased rigidity, without an increase in weight. To accommodate the wider tire, the triple clamps now put the fork legs farther apart, and the front fender is wider; the swingarm is also redesigned to be wider and stiffer. The all-new fairing is said to offer better wind protection for the rider, with a larger windshield than the EX500, and the handlebar is also lower than the EX's.

The Ninja 500 borrows parts from several up-scale Kawasaki models. The turn signals, tail light and mirrors come from the ZX-7, while the headlight and handlebar switches are from the ZX-6E. The new digital igniter adds an anti-theft function, and the twin exhaust silencers are now chrome-plated.

The Ninja 500 looks to be a much-improved bike over last year's EX500, and this is reflected on the price tag. At $4399, the bike's price is $700 higher than that of it's '93 predecessor. Claimed dry weight remains the same at 372.6 pounds. CN

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HILLCLIMB AMA National Championship Hillclimb Series: Final Round

Reiser, Pinsonnault possess titles at Devil's Staircase

(Left) There was plenty of traction to be had on the 445-foot Devil's Staircase. (Below left) Tom Reiser scorched the hill to win the 840cc class while Paul Pinsonnault (below) topped the 540cc class. Both riders clinched their respective class championships at the event.

By Jay Herndon

OREGONIA, OH, OCT. 10

Tom Reiser and Paul Pinsonnault arrived at the last stop on the circuit with the points leads in the 800 and 540cc classes, respectively. By the end of the day at the Devil's Staircase, both had turned victories into class championships, eliminating any doubt as to who the two best hillclimbers in the country are.

Just outside of Waynesville, the Devil's Staircase is located on a farm that is owned by the Powell family, who help the Dayton M.C. in the organization of the event. Another club originally started the competition, but the D.M.C. took over in 1965 and has run it ever since.

The day started off cold and brisk with the ground still muddy from the previous day's rains. As usual, the 445-foot hill (from light to light) was well-groomed and ready to go. A 20-foot plateau jump was at the 35-foot mark, with another breaker at 270 feet. Riders call it a fast hill that is ideal for 800cc powerplants.

Leon Everett drew honors to run first in the 540cc class, and put his Triumph on the hill. He quickly rolled over the first jump and opened up the throttle again, cutting a straight line to the lights with a time of 11.573 seconds. Everett returned for his second run, but was unable to improve his time and had to settle for 17th place.

Mike DeBusk, aboard the BSA that Tim Frazier took to last year's title, put on a fabulous show. He started centered in the box and fired onto the hill, drifting left after the first jump and flinging mud across the line with a 8.444-second time. DeBusk's return produced a quicker time of 8.309 seconds, and elevated him from third to second place.

"I'm really fortunate to finish second here today, 'cause there're a lot of fast motorcycles here and this is one of the fastest courses on the circuit," DeBusk said.

Pinsonnault shot a roostertail all the way up the hill on his first run, with his nitro/alcohol Honda breaking the lights at 8.291 seconds. That time basically locked up the win, and while Pinsonnault had no reason to use his second-ride option, he elected to make another try anyhow. His "fun ride" produced an amazingly quick 8.188-second time.

"My first ride wasn't a clean run," explained Pinsonnault. "I came 700 miles and wanted to make a second ride just to see if I could do any better...I just wanted to have some fun."

Consistency was the key to Pinsonnault's championship; his season produced four victories, one second place and two third-place finishes. He faltered only once, finishing 10th in Logan, Ohio.

The 800cc class started with Canadian Greg Williams launching his four-cylinder Honda from the left side of the box. Once away, Williams thundered up the center of the hill, roosting across the line with a 7.925-second time and the thundering approval of the crowd. William's bike didn't run cleanly on his second run and his time was slower, but his first run gave him an eventual sixth place.

Reiser started his Harley from the far right, and drifted onto the chalk out-of-bounds line off the start. He made throttle adjustments to get straightened out, and skirted the line for another 40 feet before posting a 8.534-second time. Fortunately for Reiser, all riders had agreed at the morning riders' meeting not to enforce the boundaries rule. Reiser's ride stood, but he improved on his second run with a 7.325-second timing.

"We decided to drive it out of the pit, crest the first hill, and then hang on for the ride," said Reiser of his second run, which earned him the win.

Lou Gerencer Jr. put his Harley-Davidson in the starting box on the far right. Gerencer Jr. got off the first jump a little squirrelly as he drifted far left, but he straightened out in time to put up a 7.6761-second score. In round two Gerencer Jr. again started far right and rode a perfectly diagonal line to the top of the ascent. He tripped the clock at 7.527 seconds, securing second place in the class.

"In the second ride I went too fast over the first jump again and spent too much time in the air," said Gerencer Jr. "I still beat Williams and ended up second. I can't wait 'til next year!" CN

Results

540: 1. Paul Pinsonnault (Hon); 2. Michael Debusk (BSA); 3. Steve Dresser (Suz); 4. Ted Wilkins (Rtx); 5. James Zucco (Kaw); 6. Steve Patrick (Hon); 7. Paul Lowe (Kaw); 8. Alan Hoskins (Hon); 9. Roger McNeely (Yam); 10. Scott McNeely (Yam); 11. Paul Garrety (BSA); 12. Mike Pulver (Kaw); 13. Ralph Kreeger (Tri); 14. Ernie Pellin (Hon); 15. John Hislop (BSA); 16. Doug Klont (Tri); 17. Leon Everett (Tri); 18. Bill Hislop (Hon); 19. Kirk Stellings; 20. Scott Everett (Tri).

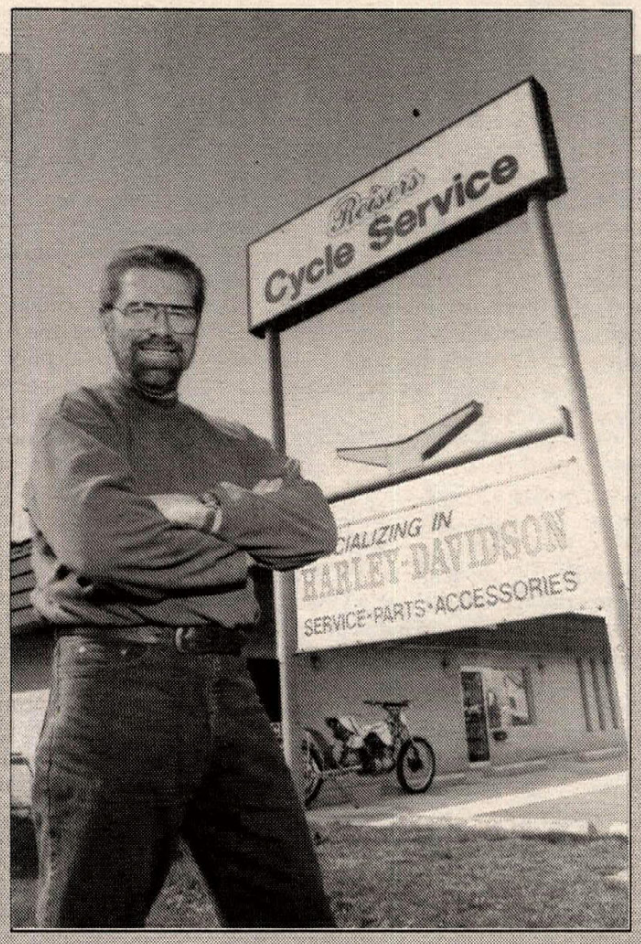
800: 1. Tom Reiser (H-D); 2. Lou Gerencer Jr. (H-D); 3. Wade Williams (Hon); 4. Randy Gabriel (H-D); 5. Tom Zink (Kaw); 6. Greg Williams (Hon); 7. Harry Schreiber Jr. (H-D); 8. Gary Miller (H-D); 9. Tim Frazier (BSA); 10. Glendall Petty (Tri); 11. Mark Swem (BSA); 12. Rodney Smith (BSA); 13. Rodney Williams (H-D); 14. Wallace Fowler (Suz); 15. Charlie Casey (Yam); 16. Donald Boggs; 17. Richard George (Kaw); 18. Aaron Brown (Suz).

AMA NATIONAL CHAMPIONSHIP HILLCLIMB SERIES FINAL POINT STANDINGS:

540: 1. Paul Pinsonnault (119/4 wins); 2. Ted Wilkens (108/4); 3. Scott Everett (101/2); 4. Alan Hoskins (88); 5. Paul Lowe (77); 6. Mike DeBusk (75); 7. Steve Dresser (61); 8. Paul Garrety (52); 9. Steve Patrick (51); 10. Ralph Kreeger (48).

800: 1. Tom Reiser (111/5); 2. Lou Gerencer Jr. (107/3); 3. Harry Schreiber (99/1); 4. Tim Frazier (97/1); 5. Greg Williams (94); 6. Glendal Petty (71); 7. Gary Miller (56); 8. Rodney Williams (55); 9. Randy Gabriel (44); 10. Bob Castledine (42).

High Reiser



Bearded and bespectacled, Tom Reiser appears to be a fairly normal 54-year-old motorcycle shop owner from Columbus, Ohio. Few would peg him as a National Champion, but that's exactly what he is. In fact, when Reiser posted the winning time in the 800cc class at Oregonia, he wrapped up that title for the second-straight year. We at *Cycle News* were curious about what it takes to remain competitive at 54, so we caught up with the champ at his shop, Reiser's Cycle Service. Here's what we found out.

Explain how your squad, the United States Pro Hillclimbing Team, functions.

There are basically three members on this team, which our shop runs. These members are Bobby Castledine from Springfield, Massachusetts, Randy Gabriel from Columbus, Ohio, and me. We all ride Harleys, of course. They are not mechanically oriented people, so that makes me the mechanic. By running the team, I can help them and in turn, they display the Reiser Cycle Service logo on the motorcycle and T-shirts. All of their parts are at cost and I supply them with the technical maintenance for their motorcycles. We also haul the motorcycles for them when they need it. Being a team saves them from having to buy all this equipment and makes it easier at hillclimbs because all three of us have one goal, and that's to have a win.

Can you describe your equipment without revealing any of your secrets?

The frame, tires and fuel are all the important stuff. The rest is Harley-Davidson. It's just the opposite of what you'd think. You already know you're limited to motor size and what fuel you're going to run (nitro-methane). The frame depends on how we ride and is unique for each rider. It fits the individual's characteristics. How is this frame going to ride? Am I going to ride smooth or be all over the place? Is the suspension going to work properly? Those are the things that are now coming into play. It used to be just horsepower in the 60's and early 70's. Then we found out a lot of people that didn't have the horsepower were winning. It was because they were *riding* the motorcycle.

A lot of times we'll say, "He didn't ride very well," when it actually might have been because the motorcycle bottomed out and kicked him off. Each motorcycle is different. If another rider rode my motorcycle it would feel awkward to him and the same would happen if I rode (his).

How much is skill, luck or equipment a factor in winning a hillclimb?

Realistically, equipment is 50%. That's a cut-and-dried thing. We have the equipment that can win on the hill. Regarding skill, you've got to be able to ride the equipment - that's 25%. As far as luck, I'd say 20%. In other words, if a rider before me goes up and kicks out a hole, groove or rock, I have to negotiate that after he ran. Luck is a factor, but you've still got to hang onto the motorcycle in order to win. The remaining five percent is a will to win. For me, my wife is my inspiration, We have an agreement that she takes all the prize money and that creates a lot of enthusiasm on her part.

What is the power like on a hillclimb bike?

First, let me establish something. Back in 1977 before I started the quest for this 800cc championship, I ran what they called the Open Gas class. That class was in the Pro Hillclimb for about two years. You were required to use gasoline and could use any frame you wanted. I rode that class for two years and won the overall championship. When I built my XR in 1981, I put the fuel (nitro) in it. One of the most surprising things I ran into was the fact that the motorcycle was faster than my 1600cc gasoline-fueled motorcycle. It's awesome! I go to people to ask for advice on forks and other equipment, and they can't imagine the amount of horsepower our motorcycles are producing. They're all dealing with 200-pound motorcycles that run 50 or 60 horses. When you tell them you're producing 150-horsepower in a 300-pound motorcycle, they basically laugh at you.

Do you see a future in the sport of hillclimbing?

Yes, it's the most affordable thing an individual can do. One can do this out of his pocket. It's one of the few motorcycle sports left in America that a person can do on wages. It's the only thing one can do professionally at this cost. You can work at a normal job and go to hillclimbs and still run a professional circuit. That's very rare as far as motorsports go.

The more young people who get involved, the better the competition and consequently, the more the spectators enjoy the competition for the price of their tickets. As long as we put on a good show, they can say they had a good time, then I think we're doing a good job. I don't see any end to this.

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NOVEMBER 19, 20, & 21 1993

ARENO CROSS '93 ENTRY FORM

INFORMATION HOTLINE: 702-267-4392

FRIDAY	SATURDAY	SUNDAY
____125 PRO ____250 PRO ____QUAD PRO BRIDGESTONE DIRT BIKE SCOTT USA	____125 PRO ____250 PRO ____QUAD PRO MOTOCROSS ACTION NOLEEN O'NEAL	____QUAD ____50 ____60 ____80 ____125 ____250 ____OPEN ____VET OVER (over 30 years) ____OLD TIMERS (over 40 years) ____BEGINNERS ____JUNIORS ____INT.
____PIT PASS ____TOTAL	____PIT PASS ____TOTAL	____PIT PASS ____TOTAL

PRO $50 (EACH CLASS)
SPORTSMAN $40 (EACH CLASS)
EACH CLASS INCLUDES ONE PIT PASS
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Donnie Hansen MOTOCROSS ACADEMY

TOTAL DUE _____

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RETURN WITH CASHIERS CHECK, PERSONAL CHECK OR MONEY ORDER TO:
ON-TRAC EVENTS, 3325 PLYMOUTH DRIVE, CARSON CITY, NEVADA 89705

EVENTS

John Chapman (9) dueled with John Barnett (10) at the inaugural Glen Helen GP.

World Championship SX: Round 1

Cooper blasts Swedish SX

By Alex Hodgkinson

GOTEBORG, SWEDEN, OCT. 9

Guy Cooper, riding out his motocross career in Europe before switching to enduros in 1994, emerged as the winner of the opening round of the World Supercross Championship in the Scandinavium indoor arena.

Big European names were in short supply at the points-scoring event, as many Europeans had boycotted the event. Americans secured the first three places as Larry Ward and Buddy Antunez chased Cooper home, while Swede Jorgen Nilsson was the best European with a fourth-place finish.

Ward, so often a winner in Europe, had been the big winner in the Spanish capital of Madrid one week earlier and was again victorious in a non-championship race in the Swedish stadium the day before the championship opener when Cooper's Suzuki threw a chain.

Saturday's racing was more professional on the small track which saw the winners of the main events complete 25 laps in 12 minutes and 30 seconds. Cooper hit the front early, and although there were seven riders on the lead lap, there were few position changes in Cooper's wake. It was only in the closing laps that Ward was able to get close. A pass was not possible, however, on the narrow track. The difficulty in passing had been a major contributory factor in the elimination of seven of the 12 Americans, including Phil Lawrence, Ezra Lusk, Mike Craig, Mike Jones and Kyle Lewis before the championship main. Craig, who was runner-up to Jeff Stanton in last year's series, hurt a wrist when he went down with Jones while disputing the lead in their heat race.

Difficulties behind the scenes have restricted the 1993 World Supercross Championship to just five rounds, but the outlook for 1994 is positive. After a meeting with the FIM and industry officials on the day after last month's Motocross des Nations in Austria, a package was agreed upon which should see nine rounds - two in Japan, one each in the USA and Australia, and five in Europe. CN

Results

MAIN: 1. Guy Cooper (Suz); 2. Larry Ward (Suz); 3. Buddy Antunez (Hon); 4. Jorgen Nilsson (Hon); 5. Darryll King (Kaw); 6. Stacy Oldeman (Suz); 7. Shayne King (Yam); 8. Miska Aaltonen (Hon); 9. Marko Kovalainen (Kaw); 10. Darryl Atkins (Hon).

AMA District 37 Desert Series

Davis dazzling at Glen Helen GP

By Chris Jonnum

SAN BERNARDINO, CA, OCT. 2-3

Glen Helen OHV Park's first-ever "real" grand prix was billed as a throwback to the enormously popular (but now defunct) Great Bear, Hopetown, Elsinore and Riverside GPs, and the turnout mirrored those events with a whopping 663 entrants. But of them all, Team Green's Ty Davis drew the most attention, dominating every lap in the highly competitive Pro class and leading the 175cc Expert division until he voluntarily dropped out.

Like the popular southern California GPs of yesteryear, the Malcolm Smith Motorsports/GFI/Pro Circuit/Answer/Fineline/White Bros./Clark Kawasaki/Welding Works-sponsored event featured a long course with a variety of terrain. The eight-mile loop utilized several areas of the facility that even Glen Helen regulars had never laid eyes on, including a fast sandwash, tight canyons and a tricky set of hillside switchbacks; a lap around a smooth dirt speedway oval was even included. Water trucks were not able to access some of the more remote sections, so dust was a definite factor, especially in the earlier classes. As the first day wore on though, several minor course changes were made and longer water hoses were used, and by the second day things were running quite smoothly.

"Ever since the Riverside Grand Prix disappeared a few years ago, I've seen a real need for an event like this," said promoter Gene Romero. "Glen Helen being what it is, I figured it would be the perfect place to do it, and (park manager) Joel Smith was enthusiastic. I contacted the Prairie Dogs M.C. and was impressed with how professional they were. Just like anything else, the first time you do something you're going to have some problems, but we fixed most of them and we're already looking at what we can do to make next year even better."

The Prairie Dogs may have been the presenting club, but the riders in the Unclassified division felt more like guinea pigs as they lined up for the first hour-long race of the inaugural event. A large 128-rider field required that three starting waves be utilized, with the Open bikes leading the way, 250s following, and the 125s bringing up the rear. No sooner had the first wave roared off the dead-engine start than club members scrambled to make the first course change; a nasty uphill had caused a bottleneck that had to be sorted out before the fidgeting 250cc riders could be released.

As awards are not handed out for the Unclassified division, all three displacement groups were scored together despite the fact that they had started separately. Honda-mounted Robert Laughlin, of the Shamrocks M.C., was the overall winner aboard a CR500, with Team Green's David Ondas crossing the line as the runner-up.

"That was a fun course, but the sandwash was a little hairy," said Jon Mayer, who finished 67th on a CR250. "There were hidden rocks in the sand, and you couldn't see anything because of the dust, but guys were flying past me like they could see just fine! Maybe I'm just a wimp."

In the much-anticipated Pro class later that day, Team Green/Xtreme/Shoei/Sidi/Endura/Smith/LR Enterprises-sponsored Davis snared the holeshot and steadily increased his lead with every lap. Larry Roeseler followed his teammate in second throughout the race, finishing well ahead of third-place finisher John Flores. Davis collected $400 for his win.

Davis borrowed Team Green technician James DeGaine's KDX200 for the 175cc class, and after pulling another holeshot, looked well on his way to collecting that win as well. Davis was using the race primarily as a chance to practice, however, and dropped out about midway through in order that he wouldn't be protested for his 25cc "advantage." Roeseler was the benefactor of Davis' honesty, taking over where his protege had left off and directing his KX125 to the win.

Roeseler led at the end of the first lap in the 132-rider-strong Vet class, but Honda's desert ace Dan Ashcraft had taken over by the time the second circuit was completed. Roeseler had trouble and dropped out, leaving Ashcraft to collect the win ahead of teammate Chuck Miller. CN

Results

PRO: 1. Ty Davis (Kaw); 2. Larry Roeseler (Kaw); 3. John Flores (Hon); 4. Jeff Capt (Kaw); 5. Johnny Campbell (Hon).

U/C: 1. Robert Laughlin (Hon); 2. David Ondas (Kaw); 3. Joe Bolton (Suz); 4. Craig Adams (Kaw); 5. Bob Rutten (Hon).

KIDS: 1. Kyle Erickson (Yam); 2. Garit Wallace (Kaw); 3. Brandon Morgan (Kaw); 4. Travis Canady (Yam); 5. Dean Walker (Yam).

MINI NOV: 1. Raymond Eichel (Kaw); 2. Keven Hayden (Kaw); 3. Tim Merritt (Kaw).

MINI BEG: 1. Dean Walker (Yam); 2. Eugene Hernandez (Yam); 3. Curtis Parker (Yam); 4. Nick Uribe (Kaw); 5. Patrick Merrifi (Hon).

175 EX: 1. Larry Roeseler (Kaw); 2. Jeff Capt (Yam); 3. Keith Loonsfoot; 4. Steve Ogren; 5. Quint Betts (Kaw).

175 AM: 1. Eric Wright (Suz); 2. Randy Webb (Suz); 3. Tracy Asher (Suz); 4. John Flores (Hon); 5. Jerry Jacobsen (Hus).

175 NOV: 1. Scott Davis (Suz); 2. Joseph McGuirk (Hon); 3. Jonathan Hartma (Yam); 4. Ron Nozaki (Kaw).

175 BEG: 1. John Elton (Kaw); 2. David Rees (Suz); 3. Steven Antill (Kaw); 4. Gregory Antil (Kaw); 5. Jeff Ajer (Yam).

250 EX: 1. Johnny Campbell (Hon); 2. Greg Zitterkopf (KTM); 3. Jon Parks (Hon); 4. Robert Baehr (Kaw); 5. Steve Ogren (Kaw).

250 AM: 1. Tracy Asher (Suz); 2. Jerome Law (Yam); 3. Mark Eckman (Yam); 4. Greg Cook (Hon); 5. Steve Nakamoto (Hon).

250 NOV: 1. Mike Maute (KTM); 2. Todd Bronssard (Suz); 3. Sean Neary (Suz); 4. Rey Gonzales (Hon); 5. Dennis Law (Yam).

250 BEG: 1. Irving Feldkamp (KTM); 2. James Wallace (Kaw); 3. Scott Fogarty (Hon); 4. David Tiffin (Yam); 5. Jeff Robinson (Kaw).

OPEN EX: 1. David Ondas (Kaw); 2. Dan Ashcraft (Hon); 3. Bill Fullmer Jr. (Kaw); 4. Kurt Hintz (Kaw); 5. Todd Hoy (KTM).

OPEN AM: 1. Donnie Morrison (Hon); 2. Paul Shafer (Hon); 3. Conrad Batham (Kaw); 4. Ken McIntyre (Yam); 5. Dragos Lungu (KTM).

OPEN NOV: 1. Scott Marlow (Kaw); 2. David Crabtree (Yam); 3. Kevin Andrews (Kaw); 4. Robert Gladden (Hon); 5. Cameron Coatney (KTM).

OPEN BEG: 1. Douglas Albin (Hon); 2. Eron Boyer (Yam); 3. Michael Belle (Hon); 4. Robert Bell (Kaw); 5. Bobby Leonhardi (Yam).

VET L/W EX: 1. Fred Conover (Kaw); 2. Jeff Kaplan (Kaw); 3. John Rudder (Yam); 4. Grant Palenske (Yam); 5. Tracy Hrach (Yam).

VET H/W EX: 1. Dan Ashcraft (Hon); 2. Chuck Miller (Hon); 3. Norm Francis (KTM); 4. Craig Adams (Kaw); 5. Bob Rutten (Hon).

VET H/W AM: 1. Rob Kasch (Hon); 2. John Adams (Hon); 3. Wrongway Harris (Kaw); 4. Robert Betke (Hon); 5. Devin Carson (Hon).

VET L/W AM: 1. James DeGaine (Kaw); 2. Tom Koros (Yam); 3. Jeff Patten (Hon); 4. Eric Andersen (Kaw); 5. Fred Tuttle (Kaw).

VET H/W NOV: 1. David Mullen (Hon); 2. Mike Nichols (Hon); 3. Dan Hampson (Hon); 4. Douglas Knox (Hon); 5. Mike Ruggiere (Yam).

VET L/W NOV: 1. Grant Milburn (Suz); 2. Jim White (Kaw); 3. Ken Goldie (Yam); 4. Rick Anderson (Yam); 5. John Johnson (Yam).

VET H/W BEG: 1. Kenneth Poirier (Hon); 2. Mark Gilmore (Hon); 3. Nelson Hernandez (Hon); 4. Joel Pugh (Hon); 5. Ricky Meadows (Hon).

VET L/W BEG: 1. Brian Sanders (Suz); 2. Don Hutchison (Yam); 3. Clay Willison (Hon); 4. John Pindard (Hon); 5. Steve Basmajian (Yam).

SR L/W EX: 1. Rick Johnson (Hon); 2. Charlie Spellma (Kaw); 3. Steve Thompson (Kaw); 4. Gary Garland (Yam); 5. Albert Hull (Yam).

SR H/W AM: 1. Randy Mattison (Hon); 2. Jim Borden (Kaw); 3. Michael Hoehl (KTM); 4. Jeff Miller (Hus); 5. Dave Krider (Hus).

SR L/W AM: 1. Chris Stapleton (Hon); 2. John Chapman (Kaw); 3. Dennis Middleton (Hon); 4. John Burkey (Hon); 5. Bill Fallotto (Yam).

SR L/W NOV: 1. Bret Leef (Kaw); 2. Larry Aronson (Kaw); 3. Donnie Walters (Yam); 4. Steve Freeman (Kaw); 5. Bob Pryor (Yam).

SR L/W BEG: 1. Jim McCullah (Hon); 2. Bill Jucha (Yam).

SR H/W EX: 1. Bill Maxim (Kaw); 2. T.V. Holmes (KTM); 3. Scott Smith (Hon); 4. Chris Brooke (KTM); 5. William Saltzma (Hbg).

S/SR EX: 1. Bill Staley (Yam); 2. Steve Pyle (Kaw); 3. Irvin Sinclair (Kaw); 4. Norm Stuart (Hon); 5. Art Bence (Hon).

MAG EX: 1. Ray Bandfield (Kaw); 2. Ron Dugan (KTM); 3. Terry McDonald (Hon); 4. Bill Rychlik (Yam); 5. David Atkinson (Suz).

MAG AM: 1. Dan Kelly (Yam); 2. Jack Sabine (Hon); 3. Jack McClure (Yam); 4. Terry Nichols (Hon); 5. Bill Warren (Kaw).

MAG NOV: 1. Ron Sikorski (Hus); 2. Art Whitney (Hus).

MAG BEG: 1. Tom Roach (KTM); 2. Jim Bayer (Yam).

WMN EX: 1. Jamie Pamintuan (Suz); 2. Susan McWilliam (Yam); 3. Kelly Fullmer (Kaw); 4. Stephanie Letzk (Yam); 5. Kassie Gray (Hon).

WMN AM: 1. Dianna Jasperson (Kaw); 2. Michelle Cass (Kaw); 3. Linda Smart (Yam); 4. Kim Quinn (Kaw); 5. Amy Wright (Yam).

WOM NOV: 1. Mary Sullivan (Hon); 2. Teresa Gillelan (Kaw).

4-STRK EX: 1. Chuck Miller (Hon); 2. Dan Ashcraft (Hon); 3. Larry Roeseler (Kaw); 4. George Pennington (Hbg); 5. Mike McGregor (Hon).

4-STRK NOV: 1. David Rees (Suz); 2. Jeremy Hoerning (Hon); 3. Norm Francis (ATK); 4. Scott Rayvon (Hon); 5. Avery Gilleland (Hon).

4-STRK AM: 1. Dean Selters (ATK); 2. Herb Fish (Hon).

4-STRK BEG: 1. Charlie Hargon (Hon); 2. Derec Lytl (Hon); 3. Willy Sarzi (Hus); 4. Mike Tolle (Hus); 5. Jason Hess (Hon).

CLSC EX: 1. Jason Trubey (Suz); 2. Jeff Fisk (Yam); 3. T.V. Holmes (Hus); 4. Dal Trubey Sr. (Suz).

CLSC NOV: 1. Steve Dillon (Hon); 2. Tracie McKisick (Yam).

CLSC BEG: 1. Danny Reamsnyze (Hus); 2. Fred Weedman (Hus).

VINT EX: 1. Daryl Hambleton (Tri); 2. Robert Dunlap (Yam); 3. Rudy Abele (CZ); 4. Harry Vatland (Hus).

VINT AM: 1. Myron Lapka (Tri); 2. Eddie Walker (Tri); 3. Don Stinchfield (Hon); 4. John Regalado (CZ).

VINT NOV: 1. Nuje Ruggiere (Hon).

VIN BEG: 1. Alan Ghaleb (Hus).

SIDECAR: 1. Hall/Budd (Hon); 2. Harte/Kerbs (Hon); 3. Terrell/Bickel (Hon); 4. Anders/Stinson (Hon); 5. Hiniker/Hiniker (KTM).

Bowman fast at Red Bud Vintage Motocross

By Larry Witmer

BUCHANAN, MI, SEPT. 25

Wayne Nix may have won the class championship, but David Bowman powered his Honda CR125 to the win in the 30+ Intermediate class in his first-ever Vintage National MX as Red Bud Track and Trail hosted AHRMA's round 14 of the 15-race National series.

The 30+ Intermediate class was the largest class of the day with 23 riders. Fastest off the modern backward-falling gate was Jeff Keel on a beautifully prepared Maico 250. Jim Qualk on a CR250, Jay Kinder, David Bowman on a CR125, and Tim Bowers gave chase. Qualk took the lead from Keel on the second lap in one of the off-camber corners with a tight, inside-line move. By the third lap, Keel was getting pressured heavily by Kinder. Kinder made his pass by using an outside-to-inside line move, taking Keel's line away. Meanwhile, Bowman was catching the front-runners. Bowman snuck past Keel in the back uphill section by holding the gas on longer than Keel. Qualk stretched his lead all the way to the checkered flag for the win. Kinder came across the line in second with

Bowman on Kinder's fender in third. Keel completed his moto in fourth while Tim Bowers rounded out the top five. The second moto holeshot went to Bowman with Bowers, Keel, and Kinder filling out the top positions. Bowman continued to hold Bowers at bay by taking the tight-rutted inside lines while Bowers was trying every outside line to power his way into the lead. Keel was off the front-runners' pace, and ran seven seconds behind in third. Bowman took the win, with Bowers putting in a great effort in second. Kinder barely finished on his sick CR, taking fourth. Wayne Nix did exactly what he had to do to clinch the series championship with a 7-7 motos.

Results

125 EX: 1. Carl Mabrie (Hon); 2. Doug Wentzell (Hon); 3. Tim Weaver (Bul); 4. Phil Pummell (Suz); 5. Larry Witmer (Suz).
125 INT: 1. Eric Stockwell (Yam); 2. James Smith (C-A); 3. Tom Berry (Suz); 4. Phil Peyton (Suz); 5. Brian Sugaski (Hon).
125 NOV: 1. Ken Konwin (Hon); 2. Stan Cooper (Yam); 3. Oscar Azevdo.
500 PREM INT: 1. John Postuma (Mat).
500 PREM NOV: 1. Jim Walker (BSA).
500 PREM II EX: 1. Hugh Weaver (Bul).
500 PREM II INT: 1. Ron Winget (Hon).
500 PREM II NOV: 1. Jim Walker (BSA).
30+ EX: 1. Rick Hudson (Hon); 2. Carl Mabrie (Hon); 3. Doug Wentzell (Hon); 4. David Johnston (Hon).
30+ INT: 1. David Bowman (Hon); 2. Jay Kinder (Hon); 3. Tim Bowers (Hon); 4. Jeff Keel (Mai); 5. Jim Qualk (Hon).
30+ NOV: 1. Les Mohler (Hus); 2. Mark Nelson (Hus); 3. Neal Riley (CZ); 4. John Thompson (CZ).
40+ EX: 1. Phil Hanford (CCM); 2. Hugh Weaver (Bul).
40+ INT: 1. Ray Weir (CZ); 2. Brian Batterson (Hon).
40+ NOV: 1. Ed Kubik (Pen).
50+ EX: 1. Jeff Smith (C-A).
50+ INT: 1. David Ezell (KTM); 2. Roy Maley Jr. (Yam); 3. W. Morando (Hus); 4. Bill Fuller (Hon).
500 EX: 1. John Hanford (CCM); 2. Doug Wentzell (Kaw); 3. Wes Fuller (Hus).
500 INT: 1. Robert Shultz (Bul); 2. Tim Bowers (Pen); 3. Dan Payne (Hon); 4. Robert Bowman (Pen); 5. Jeff Keel (Mai).
500 NOV: 1. Robert Capistrant (Mai); 2. Les Mohler (Hus); 3. Neal Riley (CZ); 4. W. Sekulich (Mai).
250 EX: 1. Tim Weaver (Bul); 2. Rick Hudson (Hon); 3. David Johnston (Hon); 4. Phil Pummell (Hon); 5. Westley Fuller (Hus).
250 INT: 1. John Ziska (Hon); 2. Jim Qualk (Hon); 3. Brian Sugaski (Hon); 4. Blake Wilson (Hon); 5. Rick Jones (Pen).
250 NOV: 1. Kevin Dale Kline (Yam); 2. Mark Nelson (Hus); 3. Jason Ezell (KTM); 4. Ed Kubic (Pen); 5. Les Cragan (Yam).
PREM L/W INT: 1. John Astleford (CZ).
PREM II INT: 1. Mike Smith (AJS).
PREM OPEN EX: 1. Steve Benson (CZ).
PREM OPEN TW INT: 1. Mike Smith (Nor); 2. Ron Kalanquin (Tri).

Gerkey champions Starwest MX

By David Procida

MORENO VALLEY, CA, OCT. 3

The Old Timer Motocross Association in conjunction with the California Racing Club invaded the Starwest Racing Facilities for an intense day of racing, and OTMX Expert class rider Alan Gerkey came away with 2-1 moto scores for the overall victory.

When the gate dropped for the first moto it was Ken Beach leading the pack through the first turn with Royball and Gerkey heading the large pack of elder Experts. It only took one set of doubles for Roybal to get by Beach for the lead. Once out front Royball, aboard a brand new KX250, rode away from everyone while Beach had his hands full holding Gerkey off. Rounding out the top five in the early laps were Mike Chesbro, Keith Phillips and Doug Rodrigues, but these positions changed rapidly when Phillips' charge came to an end after his chain came apart on the double-double.

Next, Rodrigues kicked in the afterburners, passing Chesbro over the step-up, step-down jump and then caught Beach. Gerkey had slipped by in the back section for third. Up front, Royball was enjoying an open course and was still pulling away as the white flag came out at the 20-minute mark. The last lap was a follow-the-leader affair with Royball taking the win ahead of Gerkey, Rodrigues, Chesbro and Beach breaking into the top five.

Gerkey, back aboard his familiar RM250, holeshot moto two with Roybal and Chesbro in tow. There was a lot of bumping and shoving going on in the top 10 positions as the old timers wanted in the top five. As they began to sort themselves out, others began to drop out or fall back. Gerkey was enjoying a sizable lead with Royball a lonely second. The battle for third was between Chesbro, Rodrigues and Beach. This trio of riders went nose-to-tail for four laps, and with the white flag waving, Beach pulled in close to Chesbro down the back straightaway, but couldn't find the hot line to make a pass.

Phillips was back on the gas and was running just outside the top five as Gerkey took the checkered flag ahead of Royball and Rodrigues, who zapped Chesbro during the last lap but still managed to stay ahead of a hard charging Beach.

Results

50 A: 1. Joshua Grant (Yam); 2. Kyle Barden (Yam); 3. Scott Simon (Yam).
50 B-1: 1. Andrew Nason (Yam); 2. Eric Hunter (Yam); 3. Travis Barden (Yam).
50 B-2: 1. Aaron Bealer (Yam).
60 (0-8): 1. Daryl Ecklund (Kaw); 2. Shane Smith (Kaw); 3. Scott Simon (Kaw).
60 (9-11): 1. Kevin Jennings (Kaw); 2. Brandon Beckman (Kaw).
80 (0-11): 1. Brandon Staddan (Suz).
80 BEG: 1. Kevin Towsend (Yam); 2. Shane Smith (Suz); 3. Daryl Ecklund (Suz); 4. Cliff Jennings (Kaw).
80 NOV: 1. Tyson Taylor (Yam); 2. Chris Honnold (Kaw); 3. Chris Thompson (Kaw).
80 INT: 1. Chris Neitzel (Kaw).
125 BEG: 1. Dennis Woodard (Suz); 2. Edgars Gulbis (Kaw).
125 NOV: 1. Tony Green (Kaw).
250 NOV: 1. Danny Woodard (Kaw); 2. Brett Bennett (Yam); 3. Chuck Kober (Suz).
250 INT: 1. Jimmie Deever (Hon).
250 PRO: 1. Ken Neitzel (Kaw); 2. Owen Dickson (Kaw).
JR VET BEG: 1. John Erickson (Hon); 2. Lee Saul (Cag); 3. Jerry Pontius (Hon); 4. Fernando Oerroteran III (Hon).
VET BEG: 1. Ferran Piper (Kaw).
VET NOV: 1. Ron Northrup (Suz); 2. Steve Schrobsdorf (Yam); 3. Alex Spinelli (Yam); 4. John Pindard (Hon).
VET INT: 1. Leo Saul (Suz).
VET EXP: 1. Ken Neitzel (Kaw); 2. Jerome Gibson (Hon).
SR EX: 1. Ken Renaux (Hon); 2. Bob Dunham (Yam).
OTMX NOV: 1. Neal Eatherly (Hon); 2. John Craft (Kaw); 3. Frank Derby (Yam); 4. Bob Klatt (Kaw).
OTMX AM: 1. Vern Buwaida (Yam); 2. Bob Sherred (Yam); 3. Hank Owen (Hon); 4. Charles Watanabe (Hon); 5. Barry Simon (Hon).
OTMX EX: 1. Alan Gerkey (Suz); 2. Milton Royball (Kaw); 3. Doug Rodrigues (Kaw); 4. Mike Chesbro (Hon); 5. Ken Beach (Hon).
OTMX MSTR: 1. Gary Willison (Kaw); 2. Bill Carr (Yam).

Smith hammers Hollister MX

By Tim Quinn
Photo by Mark Hawkins

HOLLISTER HILLS, CA, OCT. 10

Butch Smith stretched his points lead in the 125cc Pro class as he took the the victory at round four of the GFI Racing-North Battle of the '90s Fall Motocross series at the Hollister Hills MX Park.

When the gate dropped for the first 125cc Pro moto, the Ray Medley/Noleen/Scott/Bell/VP/Fox/MMF/Rhinoskins/Hanford Honda-sponsored Smith pulled the holeshot. As they entered the front straightaway sweeper, Jeff Pestana dropped his bike and was run over by the rest of the pack in the process. Pestana was given a reprieve as a restart was called. On the restart, Stan Finey took the lead with Rusty Holland running in second. Holland went down in the first turn, which forced Rick Ryan to shoot off the race track and re-enter in the last position. Smith moved into second followed by Jeffery Brownlee, Tyler Hummel and Trevor Meagher rounding out the top five.

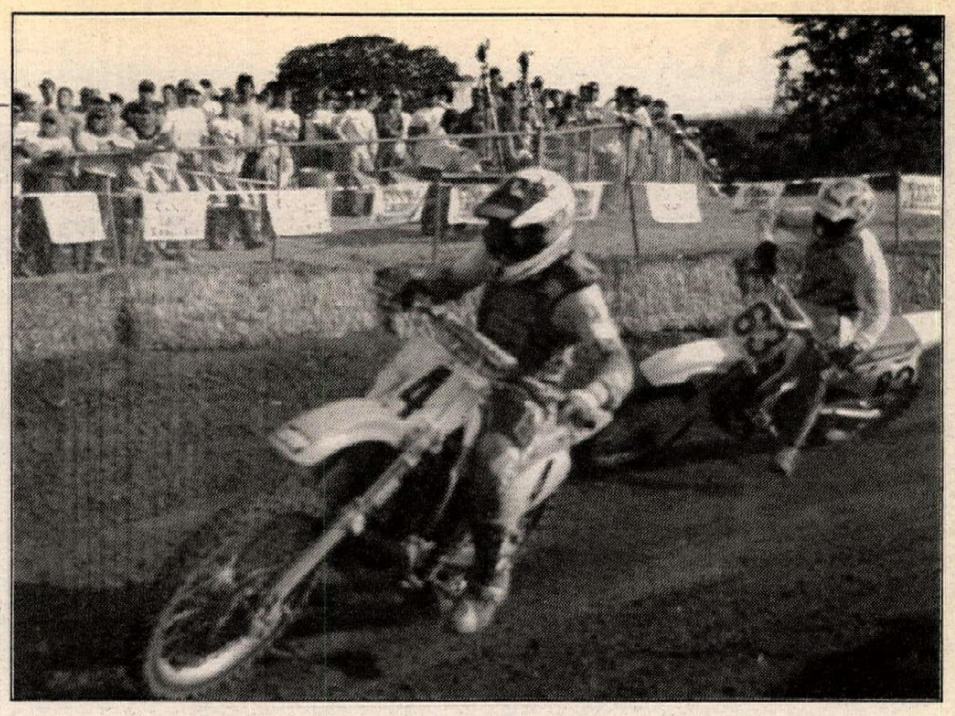
At the top of the horsehoe turn, Smith pressured Finey for the lead. Finey forced Smith high and came out of the trees still leading while Brownlee and Hummel were dicing it out for third. Pestana was battling for the fifth spot. Smith took the lead from Finey as Pestana dropped out with mechanical problems. Smith went on to win the moto ahead of Hummel, Meagher, Tyson Vohland and Ryan.

In the second moto, Holland, Vohland, and Brownlee were side by side through turn one, but Vohland held on a little longer than the other two riders to take the lead. As the field headed into the first lap it was Vohland, Holland, Brownlee, Smith and Hummel rounding out the top five. By the end of the first lap, Holland had taken the lead away from Vohland and was looking as if he would pull away from the field. But Vohland battled with Holland while Smith joined in to initiate a three-way battle for the lead.

Smith began to let it all hang out. Vohland held the lead position until the final lap when Smith made the move on him before the "Elevator Shaft." Smith then went on his way for the overall victory. Vohland motored in for second while Holland took third ahead of Pestana and Brownlee.

Results

50 STK AUTO BEG: 1. Bobby Morello (Yam); 2. Brian Dominguez (Yam); 3. Adrien Figueroa (Yam); 4. Robert Gomes (Yam); 5. Zachary Flores (Yam).
50 STK BEG (0-8): l. Jesse Pavlov (Hon).
50 STK NOV (0-8): l. Cory McDaniel (Yam); 2. Steven Hernandez (Yam); 3. Raymond Navarro(Yam).
P/W 80: 1. Wes Patterson (Yam); 2. Pat Patterson (Yam); 3.
XR 80: 1. Chris Ortore (Hon); 2. Brenda Burson(Hon).
60 BEG (0v8): 1. Kellen Chadwick (Kaw); 2. Nick Davis (Kaw); 3. Cory McDaniel (Kaw); 4. Broc Owens (Kaw); 5. Anthony Houser (Kaw).
60 NOV (0-8): 1. Sidney Burrows (Kaw); 2. David Mowery (Kaw).
60 BEG (9-11): 1. Aaron Casados (Kaw); 2. James Wright (Kaw); 3. Donovan Styles (Kaw); 4. Travis Patterson; 5. Buffalo Soito (Kaw).
60 NOV (9-11): l. Ryan Morais (Kaw); 2. Robert Harold (Kaw); 3. Joshua Hansen (Kaw).
80 BEG D-1: 1. Ryan McGilloway (Yam); 2. Toby Chalios (Hon); 3. Brody Feverhaken (Kaw); 4. Michael Patterson (Suz); 5. Danny Ornelas (Suz).
80 BEG D-2: l. Chris Porter (Kaw); 2. Clint Reif ; 3. Lonny Fritch (Kaw); 4. Darin Pellin (Kaw); 5. Sheena Patterson (Kaw).
80 NOV: l. Aaron Baker (Yam); 2. Auggie Rodriguez (Yam); 3. J.R. Pollard (Suz); 4. J.J. Cumming (Suz); 5. David Boothe (Hon).
80 INT: l. Tyler Evans (Hon); 2. Jeff Northrop (Suz); 3. Jess Medley (Hon); 4. Aaron Cheselske (Hon); 5. Jason Turner(Suz).
125 BEG D-1: 1. Sam Garroulte (Kaw); 2. Emanuel Manusuthakis (Suz); 3. Jason Ellis (Kaw); 4. Matt Fowler (Suz); 5. Rick O'Brien (Hon).
125 BEG D-2: l. Matt Walker (Suz); 2. Seth Martinelli (Suz); 3. Dave Dunn (Kaw); 4. David Conner (Hon); 5. Chris Vehougstraete (Suz).
125 BEG D-3: l. Jeremy Ellis (Hon); 2. Russell Wilcox (Hon); 3. Kevin Fry (Kaw); 4. Gary Ginther (Hon); 5. Daniel Sanchez (Hon).
125 NOV D-1: l. Justin Quinn (Hon); 2. Michael Goldstein (Kaw); 3. David Boothe (Kaw); 4. Ben Shank (Hon); 5. Matt Styles (Suz).
125 NOV D-2: l. Cory Morais (Kaw); 2. Bobby Garcia (Kaw); 3. Josh Fisher (Suz); 4. Chad Blake (Suz); 5. Travis Goldstein (Suz).
125 INT: 1. Oren Bray (Hon); 2. John Inddy (Suz); 3. Jason Chisum (Hon); 4. Jason Jenkins (Hon); 5. Chad Burleson (Hon).
125 PRO: 1. Butch Smith (Hon); 2. Tyson Vohland (Yam); 3. Rusty Holland (Suz); 4. Trevor Meagher (Yam); 5. Jeffrey Brownlee (Suz).
250 BEG D-1: 1. Jason Batman (Hon); 2. Geoff Rutherford (Yam); 3. Jason LaBare (Yam); 4. Sean Large (Yam); 5. Mike Freeman (Hon).
250 BEG D-2: 1. Paul Romanoff (Hon); 2. Blaine Kissenger (Kaw); 3. Tony Langone (Hon); 4. Robert Isaacson (Hon); 5. Rich Gundo (Hon).
250 NOV D-1: 1. Stan Lundquist (Yam); 2. Shane Verdin (Yam); 3. David Denton(Yam); 4. Blaine Sollazzi (Yam); 5. Brad McLennan (Hon).
250 NOV D-2: l. Ron DiBasilio (Yam); 2. Bryan Greer (Yam); 3. Dennis Law (Yam); 4. Richard Quinones (Hon); 5. Eric Grass (Hon).
250 INT: 1. Patrick Lutz (Suz); 2. Ben Vitale (Yam); 3. Ryan Leach (Suz); 4. Roi Holster (Yam); 5. Jerome Law (Yam).
250 PRO: l. Butch Smith (Hon); 2. Jeff Pestana (Yam); 3. Rick Ryan (Yam); 4. Tyson Vohland (Yam); 5. Viktor Bolsec (Hon).
500 BEG: 1. Jim Copeland (Hon); 2. Robert Isaacson (Hon); 3. Rich DiBasilio (Hon); 4. Pedro Garcia (Hon); 5. Barret Griffen (Hon).
500 NOV: 1. Paul Axweda (Hon); 2. Eric Grass (Hon); 3. Jimmy Abshire (Hon); 4. Brad Betherington (Hon); 4. Ian Hobson (Hon).
500 INT: l. Randy Medley (Kaw); 2. David Pile (Hon); 3. Will Conley (Hon); 4. Geoffrey Woods (KTM); 5. Roi Holster (Kaw).
500 PRO: l. Keith Mayes (Kaw); 2. Dan Reger (Hon).
25-29 BEG: 1. Rich Spindell (Suz); 2. Mike Taylor (Kaw); 3. Greg Mashore (Hon); 4. Rob Eckowitz (Hon); 5. Kraig Walker (Kaw).
25-29 NOV: l. Jim Dempsey (Hon); 2. Paul Armada (Hon); 3. Erich Shofstall (Yam); 4. Shane Verdin (Kaw); 5. Brad McLennan (Hon).
25-29 Intermediate: l. Troy Burchby (Yam); 2. Roi Holster (Yam); 3. Mike Johnson (Suz); 4. Geoffrey Woods (KTM); 5. Tony Vaca (Suz).
VET BEG: 1. Bart Carrington (Yam); 2. Ton Bastian (Hon); 3. Dan D'Alessandro (Hon); 4. Thomas Bitner (Yam); 5. Philip Bulme (Hon).
VET NOV: 1. Greg Pennington (Kaw); 2. Richard Fajardo (Yam); 3.Brian O'Dell (Yam); 5. Tony Owen (Hon).



Tyler Hummel (4) diced with Jeff Pestana (63) at the Hollister Hills Motocross.

Ron Northrup (29) led the Vet/Junior Vet class through turn one at Starwest MX.

Latina, Andreu double Dade City Motocross

By Kyle Myers

DADE CITY, FL, OCT. 3

Latina and Alan Andreu had a great day of racing as both riders won two classes each at round two of the AMA/Worldsports Florida Gold Cup Series at Randy Yoho's Dade City Raceway. Over 400 riders raced on the half clay, half sand course where Latina scored the wins in the 125cc A and Open Pro events, while Andreu topped the 25+ and 30+ classes.

When the 30+ class left the line Andreu took the holeshot over Wyn Kern, Dave Wagner, Rick Perry and Jon Ortner. Perry and Ortner overtook Wagner on the opening lap. Ortner then slipped by Perry for the third position. John Lundy worked his way around Perry after starting around 10th. Andreu opened up a few seconds on Kern as Ortner watched in third. Andreu held Kern at bay to take the win while Ortner, Lundy and Perry filled out the top five.

As the 27 riders funneled into the first turn for the start of the second moto, Andreu was at the helm with Ortner, Kern, Lundy and Dean Dyess in hot pursuit. Track position stayed the same for the first lap, but Perry passed Dyess on the second lap while Performance Engineering Teammates Ortner and Kern fought for the runner-up position. Andreu opened up a four-second lead on the Ortner and Kern battle. On the last lap, Kern dove underneath Ortner to secure the second spot. Andreu rode to victory with Kern, Ortner, Lundy and Perry in his shadow.

Andreu later returned and posted a 2-1 score to win the 25+ class over Ortner and Kern. First-moto winner Jeff Lampe finished ninth in the second moto to secure fourth overall.

Results

P/W:1. Kyle Williamson (Yam); 2. Tad Mondell (Yam); 3. Jason Wood (Yam); 4. Justin Holstein (Yam); 5. Jeff Moore (Yam).
65: 1. James Stewert (Kaw); 2. Chaz Northey (Kaw); 3. Jeremy McDow (Kaw); 4. Troy Adams (Kaw); 5. Jason Bell (Kaw).
85 (7-11): 1. Kyle Farnell (Yam); 2. Aaron Lindsey (Kaw); 3. Clint Shealy (Kaw); 4. Aaron Perkins (Kaw); 5. Brian Nielsem (Kaw).
85 (12-13): 1. Jason Thomas (Kaw); 2. Jeremy Shuttleworth (Yam); 3. Ray Hansen (Kaw); 4. Tim Bantle (Kaw); 5. Andrei Boloni (Suz).
85 (14-15); 1. Jarrett Tipping (Suz); 2. Ronnie Renner (Yam); 3. Scott McGuigan (Hon); 4. Vincent Deuvall (Yam); 5. Chris Lang (Kaw).
S/MINI: 1. Ronnie Renner (Yam); 2. Kyle Farnell (Yam); 3. Jason Thomas (Kaw); 4. Aaron Lindsey (Kaw); 5. Ray Hansen (Kaw).
12-15: 1. Sean Avera (Suz); 2. Ken Jones (Hon); 3. Darren McElhatten (Suz); 4. Jarrett Tipping (Suz); 5. Aaron Hearns (Suz).
16-24: 1. Scott Davis (Hon); 2. Joey Pratt (Suz); 3. Jeff Neilander (Hon); 4. Chris Manning (Suz); 5. Steve Dumond (Suz).
125 BEG: 1. Matt Stull (Hon); 2. Louis Maurette (Suz); 3. Jeff Hunter (Hon); 4. Dan Newberry (Kaw); 5. Steve Servis (Suz).
125 C: 1. Shawn Willis (Suz); 2. Lee Tatham (Yam); 3. Eric Claisse (Suz); 4. Lee Burgess (Kaw); 5. Jason Brown (Yam).
125 B: 1. Mike Lampe (Suz); 2. Jarrett Tipping (Suz); 3. Ed Ray (Kaw); 4. Wayne Wilkie (Kaw); 5. Ken Jones (Hon).
125 A: 1. Josh Latina (Kaw); 2. John Fesler (Suz); 3. Paul Currie (Kaw); 4. Andre Pene (Suz); 5. Joey Pratt (Suz).
250 BEG: 1. Chris Dewyngar (Kaw); 2. Andy Brose (Hon); 3. Jack Watsom (Hon); 4. Ricky Allenbaugh (Yam); 5. Rich Foley (Hon).
250 C: 1. John Sheffey (Suz); 2. Lee Tatham (Yam); 3. Cris Kaufman (Hon); 4. Kyle Kopachik (Hon); 5. Barry Case (Yam).
250 B: 1. Paul Dresback (Suz); 2. Ed Ray (Kaw); 3. Sean Avera (Suz); 4. Scott Davis (Hon); 5. Bryan Abel (Hon).
250 A: 1. Gene Naumec (Yam); 2. Alan Andreu (Yam); 3. Ricky Hampshire (Suz); 4. John Fesler (Suz); 5. Ernie Millan (Hon).
250 PRO: 1. Josh Latina (Kaw); 2. Travis Blackburn (Kaw); 3. Paul Currie (Kaw); 4. Gene Naumec (Yam); 5. Anthony Paggio (Hon).

EVENTS

Darrick Contreras (98) battled with Jim Pool (7) and Jeff Scott (25) at Carlsbad MX.

25+: 1. Alan Andreu (Yam); 2. Jon Ortner (Kaw); 3. Wyn Kern (Kaw); 4. Jeff Lampe (Suz); 5. Lee McIlvaine (Yam).

30+: 1. Alan Andreu (Yam); 2. Wyn Kern (Kaw); 3. Jon Ortner (Kaw); 4. Rick Perry (Yam); 5. Tim Lozaw (Yam).

35+: 1. Dell Miller (Kaw); 2. Woody Strickland (Yam); 3. Jeff Hughes (Kaw); 4. Dave Wagner (Yam); 5. Doug Harvey (Yam).

40+: 1. Woody Strickland (Yam); 2. David Johnson (Yam); 3. Robert Fultton (Hon); 4. Tom Bragg (Hon); 5. Ike Dejager (Hon).

OPEN NOV: 1. David Kuxhausen (Hon); 2. Mike Amedeo (Kaw); 3. Stan Owens (Kaw); 4. Benny Durrough (KTM); 5. Robert Rannon (Hon).

WMN: 1. Gina Perry (Hon); 2. Beth Rewis (Kaw); 3. Tracey Moore (Hon); 4. Kim Brown (Hon); 5. Robin Miller (Hon).

Brown on top at Daniel Boone Motocross

By Gwenn Harris

LONDON, KY, OCT. 3

Mike Brown bounced back from two bad starts to score the overall victories in both the 125cc A classes at the Daniel Boone Motocross Park. Brown also won the 250cc A class.

In the first 125cc A moto, Honda-mounted Brown took the holeshot and lapped the track in a very fast two minutes and one second, but midway through the second lap he got sideways at the bottom of the long uphill section. This was all Brad Strunk needed to catch up, and on lap three the two rode nearly side by side as Brown recovered from his near spill. By the fourth lap, Brown began to pull ahead and had gained a six-second lead over Strunk, which increased to 29 seconds by the end of the grueling 20-minute moto.

The second moto of the 125cc A class began with more problems for Brown, who is sponsored by Jim's Motorcycle Sales of Johnson City, Tennessee. Jeff May took the lead out of the gate as Brown flew off his Honda, planting his face firmly in the dirt. Strunk was really jamming as he came up behind May and passed him on the steep downhill. Brown, meanwhile, was moving up through the slower riders. By the third lap he was right behind Strunk and kept coming on fast. As they entered the curve after clearing the big tabletop, Brown took the inside line, taking Strunk with a textbook pass. Brown built a strong lead after claiming first position and easily won the moto. Just as easily, Brown also led all 17 laps of the 250cc A class to claim that overall victory as well.

Results

50: 1. Thomas Ryan Sipes (Itj); 2. Allen Tuttle (Yam); 3. Shane O'Banion (Yam); 4. Alexander Hunter (Yam); 5. Travis McElfresh (Yam).

60: 1. J.R. Carter (Kaw); 2. Chris Heath (Kaw); 3. Jason Bault (Kaw); 4. Josh Haynes (Kaw); 5. Ryan Sipes (Kaw).

80: 1. Brian Bourne (Kaw); 2. Kelly Taylor (Yam); 3. Buddy Brooks (Yam); 4. Charlie Sears (Suz); 5. Chris Heath (Kaw).

80 JR: 1. Ben Riddle (Kaw); 2. J.R. Carter (Kaw); 3. Jason Bault (Kaw); 4. Jacob Saylor (Kaw).

80 SR: 1. Jake Morris (Yam); 2. Brian Hodges (Yam); 3. Jim Roar (Hon); 4. Cale Swiger (Hon); 5. Adam Vaughn (Kaw).

SCHBY: 1. Jon Boruff (Suz); 2. Jim Roar (Hon); 3. Brian Hodges (Yam); 4. Adam Vaughn (Kaw); 5. Jason Finley (Suz).

ENDR: 1. K. Michael Harker (Hon); 2. Randy Farris (KTM); 3. Michael Lauth (KTM).

N/C: 1. Will Branscum (Yam); 2. Cliff Dockery (Yam); 3. Timothy Guiley (Suz); 4. Eddie Peffer (Hon); 5. Stanley Rains (Hon).

UL AM: 1. Tyler Carr (Hon); 2. David Culton (Hon); 3. Richard Speth (Hon); 4. Steve Hensley (Hon); 5. Brent Olson (Hon).

125 D: 1. Kenny Ruby (Suz); 2. Will Branscum (Yam); 3. Dennis Cox (Hon); 4. Jonathan Langworthy (Yam); 5. Donovan Bishop (Hon).

125 C: 1. Kurt Sims (Kaw); 2. Dan Cooley (Hon); 3. Fonso Stanley (Kaw); 4. Jerry Combs (Suz); 5. Jimmy Brooks (Yam).

125 B: 1. Jon P. Boruff (Suz); 2. Leslie Belcher; 3. David Culton (Hon); 4. Steve Hensley (Hon).

125 A: 1. Mike Brown (Hon); 2. Bradley Strunk (Hon); 3. Jeff May (Suz); 4. Rodney Carrier (Suz); 5. Ryan Duff (Hon).

250 D: 1. Rob Mitchell (Yam); 2. Scott Colton (Hon); 3. James Maxam Jr. (Yam); 4. Wesley Moore (Hon); 5. Joel Bailey (Yam).

250 C: 1. Tim Poiston (Yam); 2. Danny Lain (Hon); 3. Raymond Terry (Hon); 4. Gary Winters; 5. Ritchie Fraley (Hon).

250 B: 1. James Drake (Hon); 2. Tyler Carr (Hon); 3. Richard Speth (Hon); 4. Ed Edwards (Yam).

250 A: 1. Mike Brown (Hon); 2. Brad Strunk (Hon); 3. Larry Gessner (Hon); 4. Mike Nutter; 5. Jeff Steinrock (Hon).

OPEN AM: 1. Gary Reynolds (Kaw); 2. Zeke Kobak (Kaw); 3. James Green (Hon).

25+ A: 1. Jeff Steinrock (Hon); 2. Larry Gessner (Hon); 3. Rodney Carrier (Suz); 4. Timothy Smith (Yam); 5. Jay Baumert (Suz).

25+: 1. Stephen Cramer (Kaw); 2. Steve Donaldson (Hon); 3. Ed Edwards (Yam); 4. Jeffrey Davis (Hon); 5. Bill Tinsley (Kaw).

30+ A: 1. Jeff Steinrock (Hon); 2. Larry Harrison (Suz); 3. Jay Baumert (Suz); 4. Timothy Smith (Yam); 5. Michael Harker (Hon).

30+: 1. James Drake (Hon); 2. Mitch Keller (Kaw); 3. Tony Smith (Kaw); 4. Steve Donaldson (Hon); 5. Bill Tinsley (Kaw).

40+: 1. Jack Phillips (Kaw); 2. Johnny Gibson (Yam); 3. Steve Riddle (Kaw); 4. Terrell Welborn (Suz); 5. Gene Campbell (Hon).

McCann does at Starwest MX

By David Procida

MORENO VALLEY, CA, OCT. 2

Ken McCann put his Kennelli Racing Kawasaki into the winner's circle, taking the first 30+ moto by storm and chalking up a third in the second moto during the Starwest Saturday Night under the Stars series.

In the first moto, McCann came out of the starting gate smoking and led the pack through turn one. Riding in his dust were Mike Dunlap and Dan McClintock with the rest of the pack only a short distance back. Dunlap made a move for the lead as the pair screamed down the back straightaway, but McCann, holding the throttle for a single second longer, held on to the lead. This seemed to inspire McCann to pick up the pace a notch. The rest of the race was a benefit for McCann as his teammate Dunlap had a secure hold on second and Terry MacRae was in control of third, with Dan McClintock and Tim Hunziker rounding out the top five.

Moto two was a totally different story, as Dunlap grabbed the holeshot with Hunziker, Kelly McGuire, and MacRae in tow. McClintock was on the move after a mid-pack start as he displaced MacRae and closed on Hunziker. During the second lap, Hunziker got a little wild in the far-end corner, allowing both MacRae and McClintock by. Hunziker doubled his way back into the top five by passing Dunlap and then taking third away from McGuire The Kawasaki rider was on the gas and made his first-ever attempt at the "Twin Peaks" double jump a successful one, closing on the battle for the lead between McClintock and MacRae.

Hunziker made a move on McClintock in the back section, powering by the Yamaha rider into the number two position and then passed MacRae for the lead by jumping up and over him. Once out front, the battle for second heated up as McClintock and MacRae began bumping and pushing one another. This resulted in MacRae making a major bobble, allowing not only McClintock by but also McCann, who had been making up lost positions late in the moto. The white flag came out for a happy Hunziker. He had repeatedly made the "Twin Peaks" double jump during the race and was happier about that than winning the moto. The Kawasaki pilot took an uneventful final lap along with the win. It was McCann, however, with the big smile on his face as he followed second place finisher McClintock across the checkered, knowing his first moto win coupled with his second moto third would earn him the overall win.

In the 30+ Beginner class Johnny Jackson took the overall victory with a 1-2 moto.

Results

50 STK: 1. Joshua Grant (Yam); 2. Daniel Taft (Yam); 3. Mike Conner (Yam); 4. Steven Rodd (Yam); 5. Tommy Cochran (Yam).

50 MOD: 1. Ricky Oliver (Yam); 2. James Baker (Yam).

60 (6-8): 1. Cale Wallace (Kaw); 2. Daton Beavers (Kaw); 3. Derrick McClintock (Kaw); 4. Mike Conner (Kaw); 5. Nicholas Wells (Kaw).

60 (9-11): 1. Chris Rogers (Kaw); 2. Nick Alverez (Kaw); 3. Broc Gonzalez (Kaw); 4. Bryan Nelson (Kaw); 5. Steve Gonzalez (Kaw).

80 (8-11): 1. Shawn Scott (Suz); 2. Cole Sleeter (Kaw).

80 (12-13): 1. Tyson Taylor (Yam); 2. Bullfrog Newcomer (Hon); 3. Tim Langdon (Yam); 4. Sean Allen (Kaw).

80 (12-16) BEG: 1. Michael Adler (Hon); 2. John Thompson (Yam); 3. Erik Rogers (Yam); 4. Gerit Wallace (Kaw); 5. Justin Scott (Yam).

125 BEG: 1. Justin Turner (Yam); 2. Ronny Ramsay (Kaw).

250 BEG: 1. Chad Shupp (Kaw); 2. Chris Lembo (Yam); 3. Eddie Legliu (Kaw); 4. Bryan Weems (Hon); 5. Nic LaBella (Suz).

125 NOV: 1. Josh Williams (Hon); 2. Eddie Nichols (Hon); 3. Chris Waters (Yam); 4. Tony Green (Kaw); 5. Eric J. Marx (Suz).

250 NOV: 1. Dennis Turner (Yam).

125 INT: I. Jimmie Deever (Hon).

250 INT: 1. Jimmie Deever (Hon); 2. Chris Nelson (Kaw).

AM: 1. Jeff BelKnap (Hon); 2. Todd Hinson (Hon); 3. Zoli Csik (Hon).

PRO: 1. Scott Butler (Hon); 2. Bryan Hinson (Hon).

25+ BEG: 1. Doug Lovett (Suz); 2. Mike LaQuerre (Suz); 3. Jim Shaw (Hon).

25+ NOV: 1. Tonrod Rodriguez (Yam); 2. Pierre LaQuerre (Hon).

30+ BEG: 1. Johnny Jackson (Kaw); 2. Sam Rodriquez (KTM); 3. Jim Masters (Hon); 4. Keith Dean (Suz); 5. David Rodriquez (Hon).

30+ NOV: 1. Ken McCann (Kaw); 2. Tim Hunziker (Kaw); 3. Dan McClintock (Yam); 4. Terry MacRae (Suz); 5. Mike Dunlap (Kaw).

40+ NOV: 1. Ray Simmons (CZ).

Maeda miffs Crosby at Carlsbad Motocorss

By Ken Baker

CARLSBAD, CA, OCT. 9

Weekly rivals Ross Maeda and Marc Crosby banged bars in the highly-competitive +35 Intermediate class at the Racing Enterprises Saturday MX held at Carlsbad Raceway, and after two hard-fought motos it was Maeda who emerged the winner.

All was not easy for Maeda, however, as he was forced to overcome a horrendous crash in the first go-round before bouncing back to post a resounding win in the all-important second moto.

When the gate dropped for the first combined +40 Expert and +35 Intermediate moto, it was +40-class rider George Koller who got the jump on the field and led the way onto the famous course. Crosby gated well, and before the completion of the first lap had taken over the point position. Maeda was mired at the start and completed lap one in fourth place, but thanks to some fancy moves, found himself on Crosby's rear fender by lap three.

It was then that tragedy struck. Maeda's handlebar bolts began to loosen and he began to struggle. "My bars started to slip forward, but I figured that I could still pass Crosby," said Maeda, who made his move as they approached a steep uphill ledge.

Maeda did succeed in pulling alongside the leader, but the impact of the ledge caused his handlebars to slip forward and he performed a spectacular flip over the bars.

With that, it was smooth sailing for Crosby, and he cruised to a comfortable moto win aboard his Kawasaki KX250. Remarkably, Maeda recovered for second ahead of Craig Breihan and Curtis Jablonski, while Koller romped home the winner in the +40 Expert class over Alan Olson and Bengt Johansson.

The second moto saw Maeda rip off the line with a vengeance, grabbing the holsehot aboard his Kawasaki KX125 and leading +40 rider Horst Leitner and Crosby through the first turn. Crosby displaced Leitner quickly, but was no match for Maeda. With a clear track ahead of him, the Enzo Racing/Axo/Bell/RS Taichi/DC Fabrication/Oakley/Sm Fabrication-sponsored rider pulled away with ease and rode on to a commanding moto win. Crosby held a firm grip on second, while Breihan led Jablonski home in third. Koller motored past Leitner and went on to post a perfect 1-1 score in the +40 Expert class.

Lance Johnson trounced the competition in all four motos of the 125 and 250cc Intermediate classes. Johnson topped Jeff Martinez and Ben Wilson in the 250cc class, and edged out Fred Willertt and Ryan Rodriguez in the 125cc division.

Results

80 BEG/JR: 1. Frank Dato (Suz); 2. Adam Jacobsen (Hon).

125 BEG: 1. Craig Smith (Suz); 2. Robbie Atkinson (Suz); 3. Becky Kukla (Kaw); 4. Dawson Leachman (Hon).

125 JR: 1. Greg Giddings (Suz); 2. Bryan Cox (Hon); 3. Milano Atavanovski (Hon).

125 INT: 1. Lance Johnson (Kaw); 2. Fred Willert (Suz); 3. Ryan Rodriguez (Suz); 4. Tim Olson (Suz); 5. Steve Butler (Yam).

250 BEG: 1. Mike Clark (Suz); 2. Joshua Eric Lynn (Hon); 3. Dave Lara (Yam); 4. Bruce Forinash (Yam).

250 INT: 1. Lance Johnson (Kaw); 2. Jeff Martinez (Yam); 3. Ben Wilson (Hon).

PRO: 1. Anthony Amaradio (Kaw).

25-29 JR: 1. Greg Giddings (Yam); 2. Donn Maeda (Hon); 3. Jim Hart (Hon); 4. Chris Jonnum (Yam); 5. Brian McGuire (Suz).

25-29 INT: 1. Ken Wilson (Hon).

VET BEG: 1. Jim Ruonalas (Suz); 2. Jim Pool (Kaw); 3. Frank Hartsell (Yam); 4. Darrick Contreras (Suz); 5. Bob Barnett (ATK).

VET JR: 1. Jeff Scott (Yam); 2. Jeff Van Camp (Yam); 3. Jeff Gray (Hon); 4. Jeff Grovom (Hon); 5. Jeff Parks (Hon).

VET INT: 1. Willie Amaradio (Yam); 2. Daniel Davalos (Suz); 3. Jeff Mason (Kaw); 4. Gary Doggett (Hon).

+35 INT: 1. Ross Maeda (Kaw); 2. Marc Crosby (Kaw); 3. Craig Breihan (Hon); 4. Curtis Jablonski (Hon); 5. Buc Ybarra (Hon).

VET PRO: 1. Willy Musgrave (Hon); 2. Joe Waddington (Hon); 3. Jim Odle (Hon); 4. Rob Wilshire (ATK).

+40 JR: 1. Bob Koller (Hon); 2. Bruce Cornell (Kaw); 3. Ira Meiberger (Yam).

+40 EX: 1. George Kohler (Hon); 2. Bengt Johansson (Yam); 3. Gary Doggett (Hon); 4. Nick Costello (Hon); 5. Alan Olson (Suz).

VINT: 1. Keith Lynas (Oss).

BOMBER: 1. Ben Grable (Yam).

Moore masters Dade City MX

By Kyle Myers

DADE CITY, FL, OCT. 3

Kawasaki-mounted Scott Moore posted a 1-1 moto tally to record the overall victory in the 80cc Beginner class at Dade City Raceway.

As the 10-rider 80cc Beginner class lined up for the first moto, Moore must have known he was going to win because he didn't wear any goggles. Moore easily pulled the holeshot over James Humbertson, Tuc Thompson, Raymond Loggins and Jamie Woods. Moore quickly established a lead, as Thompson and Loggins locked bars and crashed. Moore was burning up the track en route to the win as he passed all but two C class riders, who started on the first gate. Humbertson and Woods battled for second. Humbertson held on for second behind Moore. Woods, Mike Ilvanko and Chris Sacik rounded out the top five.

The second moto saw Moore again take the point position with Thompson, Loggins, Humbertson and Sacik giving chase. Moore again disappeared from his competition while Thompson, Loggins, Humbertson and Sacik freight-trained around the track. Humbertson made a block-pass on Loggins only to lose the place back to Loggins on the next circuit. Thompson then bobbled in a turn and Loggins, Humbertson and Sacik shot by with two laps to go. Wood dove underneath Thompson in the sweeper as Sacik motored by Humbertson. Moore took the win and overall ahead of Loggins, Sacik, Humbertson, and Thompson.

Results

85 BEG: 1. Scott Moore (Kaw); 2. James Humbertson (Yam); 3. Chris Sacik (Yam); 4. Jamie Woods (Kaw); 5. Ray Loggins (Hon).

MINI C: 1. Tyson Hadsell (Suz); 2. Aaron Perkins (Suz); 3. Jon Bowman (Suz).

16-24: 1. Derek Ray (Hon); 2. Sal Ginabreda (Suz); 3. Kyle Myers (Suz).

125 BEG: 1. Matt Stull (Hon); 2. Richard Arcidiacono (Kaw); 3. James Coffey (Suz); 4. Dan Newberry (Kaw); 5. Rick Leach (Kaw).

125 C: 1. Chas Contopoulo (Hon); 2. J.D. Holmes (Hon); 3. Alex Ciciretti (Hon); 4. Chris Taylor (Hon); 5. Jeremy Doctor (Kaw).

125 B: 1. Billy Wood (Suz); 2. Dave Polege (Kaw); 3. Kyle Myers (Suz); 4. Will Batson (Kaw); 5. Dan Wills (Yam).

30+: 1. Dave Ellis (Hon); 2. Greg Westbrook (Hon); 3. Rich Eggers (Kaw); 4. John Smith (Suz).

35+: 1. Dave Ellis (Hon); 2. Danny Davis (Hon); 3. Chas Clack (Yam); 4. Terry Sacik (Yam); 5. Scott Grimm (Kaw).

OPEN NOV: 1. Mike Amedeo (Kaw); 2. Robert Ramon (Hon); 3. Armando Carrasquillo (Hon); 4. Mark Guy (Kaw).

250 B: 1. Kyle Kopachik (Hon).

250 C: 1. Rod Ratcliff (Kaw); 2. Ronnie Webb (Suz); 3. Greg Mojher (Hon); 4. Jason Wasdin (Hon); 5. Shannon Addleman (Kaw).

VINT: 1. Peter Villacaro (Hon); 2. James Harner (Hon); 3. John Felt (CZ); 4. Mike Allen (Hon); 5. Lisa Powell (Hon).

Ruebesam roars at Albany SX

By Deanna Holbrook

ALBANY, OR, OCT. 3

Josh Ruebesam timed the gate to perfection and scored two moto wins to go undefeated in the 125cc Junior class at Albany Supercross, Sunday's race for the first round of the Oregon States National held at Albany Supercross.

Ruebesam holeshot the first 125cc Junior class moto, leaving the rest of the pack to fight for the remaining positions. Butch Isaacson, on his brand-new '94 Honda was the second rider to reach the first turn with Robb Fabrick close behind. Isaacson lost concentration just long enough for Fabrick to slip by on 1ap one, but immediate paybacks were in order when Fabrick overshot the following left hand turn, allowing Isaacson to regain second for the rest of the race.

Fabrick's stuggles weren't over yet. On lap three, after rebounding from his earlier mishap, he brought himself back up to fourth and passed Rivcard on the inside of a right hand turn. Rivcard had Fabrick repassed through the whoops but Fabrick drove a little harder into the turn to move into third. Ruebesam cruised on to an easy win with Isaacson second and Fabrick third.

In moto two, Ruebesam once again ran away with the start. Isaacson was the victim of a first-turn crash while Fabrick nabbed second and carried it all the way to the end. Isaacson remounted his Honda and rode like a man possessed to catch back up to the pack. By lap two he had caught and passed Decoto, and not missing a beat, had caught up to Rivcard going into "Sherwood Forest." When they emerged, Isaacson had now taken over third where he would have to settle due to lack of time. Ruebesam took a clean sweep of the day with second going to Fabrick, third to Isaacson, fourth to Rivcard and fifth to Donny Duncan.

The Pee Wee Modified class was a neck-and-neck brawl from start to finish between local racer Ryan Barnes and visitor Kyle Harris. At the drop of the gate, Harris came out in the lead with Barnes hot on his trail. The two remained this way until the fifth lap when Harris overshot the turn after the whoops, making room for

Barnes to sail by and take the win. Harris had lost enough ground that he was unable to catch Barnes, and he had to settle for third place in moto one behind Ricky Gunderson.

At the drop of the gate in moto two, Harris once again came out in front but this time ran a flawless race from wire to wire. Barnes was about two bike lengths away but couldn't quite catch up to Harris. But Harris had to settle for a second overall with his 3-1 finish while Barnes was first overall with his 1-2 moto wins. Third went to Gunderson with his 2-3 and fourth went to Lee Duval with a 5-4 finish.

Results

50 STK: 1. Kevin Dixion (Itj); 2. Lenny Hill (Yam); 3. Jordan Kauffman (Itj); 4. Lindsey Duval (Yam); 5. Jesse Duval (Yam).

50 MOD: 1. Ryan Barnes (Yam); 3. Ricky Gunderson (Yam); 4. Lee Duval (Yam); 5. Nick Lachappelle (Yam); 2. Kyle Harris (Yam).

60 JR: 1. Clayton Kayser (Kaw); 2. Kyle Harris (Kaw); 3. Ricky Gunderson (Yam); 4. Brandon Lachappelle (Kaw); 5. Cory Bryant (Hon).

60 SR: 1. Tyler Fick (Kaw); 2. Derek Walkoski (Kaw); 3. Adam Woods (Kaw); 4. Robert Childers (Yam).

80 BEG: 1. Dusty Hill (Kaw); 2. Levi Kasper (Kaw); 3. Curtis Luoto (Yam); 4. Kris Dixion (Hon); 5. Jared Logan (Hon).

80 JR: 1. Matt Williams (Yam); 2. Josh Ruebesam (Hon); 3. Brian McMorris (Kaw).

80 INT: 1. Dusty Lenaburg (Suz); 2. David Turner (Yam).

MINI OPEN: 1. Dusty Lenaburg (Suz); 2. David Turner (Yam); 3. J.J. Spencer (Kaw); 4. Levi Kasper (Kaw); 5. Caleb Kauffman (Kaw).

50+: 1. Jeff Younce (Kaw); 2. Eric Turkinshaw (Hon); 3. Cliff Kobernik (Suz); 4. Nate House (Hon); 5. Jim English (Suz).

WMN: 1. Deanna Holbrook (Ebn); 2. Carol Younce (Suz); 3. Jessica Childers (Yam); 4. Cindy Foster (Kaw).

125 BEG: 1. Ross Quick (Kaw); 2. Glenn Prestholt (Suz); 3. James Whisler (Hon); 4. Nick Basl (Hon); 5. Christian Beck (Yam).

125 JR: 1. Richard Ruebesam (Hon); 2. Robb Fabrick, (Kaw); 3. Butch Isaacson (Hon); 4. Kurt Rivcard; 5. Donny Duncan (Suz).

125 INT: 1. Brad Brunkal (Hon); 2. Ryan Terlecki (Hon); 3. Jon Kauffman (Hon); 4. Gary Terlecki (Hon); 5. Dale Corra (Hon).

125 PRO: 1. Ryan Hageman (Kaw); 2. Gary Beyer (Hon); 3. Dan Moore (Suz); 4. Grayson Hart (Hon).

250 BEG: 1. David Peters (Suz); 2. Dan Kauffman (Hon); 3. Rodney Tryon (Yam); 4. Tate Short (KTM); 5. Jr. Meusling (Yam).

250 JR: 1. Chad Gilbert (Hon); 2. Dennis Rotherham (Hon); 3. David Chaney (Yam); 4. Dave Huertz (Suz).

250: 1. Jason Mathews (Hon); 2. Brandon White (Suz.); 3. Kirk Ridgley (Kaw); 4. Jeremy Harwood (Hon); 5. Eric Murphy (Yam).

250 PRO: 1. Kenny Olsen (Suz); 2. Roby Leach (Hon).

500 BEG: 1. Glynn Higgins (KTM); 2. Daniel Brock (Yam); 3. Rodney Tryon (Yam).

500 JR: 1. Jason Smith (KTM); 2. Mike Storm (KTM); 3. Allan Dubray (Kaw).

BTH: 1. Dan Moore (Suz); 2. Eric Murphy (Yam); 3. Kirk Ridgley (Kaw); 4. Chad Gilbert (Hon); 5. Kurt Rivcard.

UTH: 1. Grayson Hart (Hon); 2. Gary Beyer (Hon); 3. Terry Davis (Suz); 4. Frank McKuhn (Kaw); 5. Butch Isaacson (Hon).

30-40 JR: 1. Dan Kauffman (Hon); 2. Glynns Higgins (KTM); 3. Jerry Miller (Hon); 4. Mike Childers (Hon); 5. Walt Call (Yam).

30-40 INT: 1. Dave Huerta (Suz); 2. Dave Chaney (Yam); 3. Mike Storm (KTM); 4. Jim Morris (Yam); 5. Nick Rusinovich (Kaw).

30-40 MNY: 1. Ron Milligan (Suz); 2. Steve Prestley (Hon).

OT JR: 1. Jack Turner (Kaw); 2. Paul Delos-Reyes (Hon); 3. Cindy Foster (Kaw); 4. Cliff Kobernik (Suz); 5. Jim English (Suz).

OT INT: 1. Monte Foster (Kaw); 2. Walt Call (Yam); 3. Al Phillips (ATK); 4. Jeff Younce (Kaw); 5. Jr. Meusling (Yam).

OT MNY: 1. Nick Rusinovich (Kaw); 2. Steve Prestley (Hon); 3. Bob Leach (Hon);4. Jim Harris (Hon).

Ripple rips Butler MX

By Larry Witmer

BUTLER, IN, OCT. 3

Bradley Ripple combined 2-1 moto scores to top the Auto division as the Tri State Motorcycle Club held the third and final round of the Indiana State Motocross Championship in Butler, Indiana.

The Auto division was one of the most popular classes through the series, and today 17 Auto riders went at it. Ripple grabbed the opening holeshot with Geddy Karrle in second. Fred Karrle, Zack Marshall, Dusstin Pulley, Coryn Rinker, Shawn Clark, and Derrick Davis also ran in top formation. Karrle wasted no time gassing past Ripple in the small rockers. The top two riders then pulled away from the rest of the pack on the opening lap. The start of the second lap saw Karrle opening up a gap over Ripple as Fred Karrle and Pulley raced tightly together. Two seconds back was another duo of Marshall and Clark. On the white flag lap, a change in the running order came when Clark displaced Marshall with a clean pass in the back section of the track in an off-camber corner. Karrle crossed the line for the win two seconds ahead of Ripple to card the opening moto win.

The second moto holeshot again went to Ripple with Karrle tight in second, brother Fred Karle third, Marshall Davis, Pulley, Rinker, Klinger, Clark and Miranda Krider coming through the first corner in that order. Again, Karrle displaced Ripple through the opening rockers, but he crashed a few corners later in a section that had puddled from the half- time watering. This section claimed more riders than just Karrle throughout the moto. Ripple took over the top running spot as Karrle quickly remounted. Karrle took over the lead through the new section corner with Ripple hanging tough in second. Four seconds back came Pulley and Marshall battling for third.

The moto was cut down due to a time conflict, with the white flag coming out on the third circuit to Karrle, who was holding a one-second cushion over Ripple. But the muddy corner that Karrle struggled with on the first lap again troubled the lead rider, who went down in the mud.

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EVENTS

Forest Wasson (7) finished third in the Junior Vet Beginner class at the LACR MX.

Ripple coasted by the downed rider, and cruised to the finish for the moto and the overall win.

Results

AUTO: 1. Bradley Ripple (Yam); 2. Geddy Karrle (Yam); 3. Dustin Pulley (Yam); 4. Fred Karrle (Yam); 5. Shawn Clark (Yam).

85 A: 1. Justin Guthrie (Hon); 2. Zack McRill (Yam); 3. Justin Carter (Kaw); 4. Ben Graves (Suz); 5. Tyson Bush (Yam).

125 A: 1. Donald Baker (Hon); 2. Rod Marshall (Suz); 3. Dan Geisler (Suz); 4. Chip Hunter (Hon); 5. Tom Sheets (Yam).

60: 1. Robert Turley (Kaw); 2. Adam Higgins (Kaw); 3. Mikey Klinger (Kaw); 4. Aaron Yoder (Kaw); 5. Travis Sprong (Kaw).

85 B: 1. Ritchie Moore (Kaw); 2. Robert Turley (Suz); 3. Adam Higgins (Kaw); 4. Nicolas Vargo (Kaw); 5. Tyler Henderson (Kaw).

125 B: 1. Mike Aldrich (Kaw); 2. Derrick Gayheart (Hon); 3. Carey West (Suz); 4. Todd Flickenger (Kaw); 5. Jeff Ulshaffer (Suz).

125 C: 1. Jeff Ford (Yam); 2. Eric Orman (Suz); 3. B.J. Hall (Yam); 4. Shane Sites (Hon); 5. Tyson Bush (Hon).

250 HVY B: 1. Michael Hoffman (Hon); 2. Carey West (Suz); 3. Carrie Sholl (Yam); 4. Bob Longardner (Hon); 5. Denny Strunk (Kaw).

16-24 A: 1. Matt Davis (Yam); 2. Chip Hunter (Hon); 3. Tom Sheets (Yam); 4. Steven Rourke (Yam).

25+ A: 1. Connie Feist (Yam); 2. Rod Marshall (Suz); 3. David Johnston (Kaw); 4. Larry Witmer (Suz); 5. Chuck Hamilton (Yam).

250 HVY A: 1. Rod Marshall (Suz); 2. Donald Baker (Suz); 3. Scott Kirkpatrick (Kaw); 4. Jason Boyd (Suz); 5. Matt Davis (Yam).

250 HVY C: 1. R. Brent Long (Suz); 2. Ty Peck (Suz); 3. Jon Forrest (Hon); 4. Steven Bradley (Yam); 5. Brent Bricker (Hon).

14-24 B: 1. Charlie Sholl (Yam); 2. David Mull (KTM); 3. Richard Lowe (Hon); 4. Mark Edwards (Suz); 5. Jeffrey Moore (Suz).

25+ B: 1. Todd Flickenger (Kaw); 2. Mark Strunk (Yam); 3. Don Flaugh (Hon); 4. Richard Roberts (Kaw); 5. Bobby Pryor (Suz).

30+ A: 1. Connie Feist (Yam); 2. Larry Witmer (Suz); 3. David Johnston (Kaw); 4. Carl Vargo (Hon); 5. Rick Walsworth (Suz).

40+: 1. Bob Rahard (Yam); 2. Charlie Koch (Hon); 3. Roy Maley Jr. (Hon); 4. Tim Graves (Yam); 5. Dan Beher (KTM).

30+ B: 1. Dave Hoff (Hon); 2. Steve Smith (Hon); 3. J. Michael Scott (Yam); 4. Charles Nice (Yam); 5. Robert Payonk (Yam).

Hoffmiester clinches title at Montgomery Short Track

By Tim McBride

MONTGOMERY, MN, OCT. 2

Billy Hoffmiester successfully defended his AMA, District 23, Open-Pro class title by scoring a hard-earned victory in the main event during the final round of the Omar's Gopher Racing, Championship Dirt Track Series at Dave Dolejs' Montgomery Speedway.

Steve Kasten performed a last lap pass on the outside of Hoffmiester in turns one and two to steal the win and the pole position for the 12-lap Open-Pro class main event. Randy Triplett and Verdeen Langland finished a close third and fourth, respectively.

At the start of the main, it was Hoffmiester and Eric Brouhard gating 1-2 as the rest of the field tangled entering the first turn. Mike Tehro was forced to pull off as his throttle cable was broken during the melee. Kasten dispatched Brouhard on the second lap and set after Hoffmiester, who had already opened up a sizable lead. As the laps ticked away Brouhard was running a solid third ahead of Norb Gregory, while Langland and Triplett were forced to work their way through traffic as a result of the hectic start. Kasten was gaining on Hoffmiester but not as fast as he had in the heat race.

"I went to school on Steve's line when he passed me in the heat," said the Reynolds Printing/Faribault Harley-Davidson-sponsored Hoffmiester. "I used it in the main and it worked great." Hoffmiester scored the win ahead of a hard charging Kasten. Brouhard finished a respectable third over a lonely Gregory. Langland, Triplett, Bob Anderson and Peter Tapken rounded out the field.

As the 12-rider Micro Mini pack pedalled off the line, it was heat one winner Mark Ziedler in control followed closely by Josua Koch. A few yards behind, heat two winner Anthony Gardner and A.J. Larson raced for third. On lap three Ziedler and Koch encountered lapped traffic. Ziedler easily sliced his way through the lappers. Koch, however, didn't fare as well, and Ziedler pulled away. The more experienced Gardner and Larson soon passed Koch to finish second and third, as Ziedler went on to score the win. Travis Henrichs and Tim Wirt finished fifth and sixth, respectively, while still on the lead lap.

Results

600 PRO-AM: 1. Billy Hoffmiester (H-D); 2. Steve Kasten (Yam); 3. Eric Brouhard (H-D); 4. Norb Gregory (Hon); 5. Verdeen Langland (Hon).

30+ VET MOD: 1. Paul Koch (Yam); 2. Steve Hill (Hon); 3. Bob Herman (Yam); 4. Dean Borris (Hon); 5. Richard Becker (Yam).

BOTT: 1. Eric Brouhard (H-D); 2. James Eastlee (Yam); 3. Steve Hill (Yam); 4. Alan Reeder (Yam); 5. Andy Nelson (Yam).

250 A: 1. Steve Kasten (Hon); 2. Verdeen Langland (Hon); 3. Gregg Bakker (Hon).

250-600 VINT: 1. James Eastlee (Yam); 2. Joe Blackwell (Yam); 3. James Gliddon (Yam); 4. Alan Reeder (Yam).

600 B: 1. John Stanley (Yam); 2. Bitsy Kantor (Yam); 3. Marcus Bauer (Rtx); 4. Paul Koch (Yam); 5. Brett Donahue (H-D).

0-500 NOV: 1. Paul Koch (Yam); 2. Marcus Bauer (Rtx); 3. Ted Streitz (Hon); 4. Bob Herman (Yam); 5. Richard Becker (Yam).

250 B: 1. Bitsy Kantor (Yam); 2. Sheldon Wenz (Hon); 3. Bill Berard (Hon); 4. Marcus Bauer (Hon); 5. Ted Streitz (Hon).

125: 1. Josh Funge (Suz); 2. Sheldon Wenz (Hon); 3. Bitsy Kantor (Yam).

85: 1. Sheldon Wenz (Hon); 2. Josh Funge (Suz); 3. T.J. Zeidler (Hon); 4. Jeremy Rinerson (Yam); 5. Matt Powers (Kaw).

MICRO MINI: 1. Mark Ziedler (Yam); 2. Anthony Gardner (Yam); 3. Joshua Koch (Yam); 4. A.J. Larson (Yam); 5. Travis Henrichs (Yam).

Campbell carves out LACR Motocross win

By Greg Robertson

PALMDALE, CA, OCT. 8

Gary Campbell rode the wheels off his 1986 Yamaha YZ250, coming from the back of the pack in both motos to earn the overall win in the Junior Vet Beginner class at California Racing Club's Friday Night Motocross at Los Angeles County Raceway.

Eddie Buteaux powered to the first-moto holeshot followed closely by Forest Wasson and Steve Sagely. Wasson got tired of playing follow the leader and made his move into the lead on the third lap. Sagely also passed Buteaux and quickly closed on Wasson to pressure him for the lead. Sagely was doing a good job of using available lines but was consistently a bike length behind Wasson as the race wore on. Campbell spent the moto working through traffic to overtake Buteaux for third with the white flag out. On the final circuit, Sagely let it all hang out, making many serious attempts to take over the lead only to come up a wheel short at the checkered flag. Campbell ran out of time and had to settle for third ahead of Buteaux.

Sagely led Buteaux and Joseph Arechiga off the second-moto start. Campbell gated in last position. Buteaux studied Sagely's lines for a couple of laps before out-distancing him off a jump for the lead. Sagely retaliated a half-lap later by sailing past Buteaux at the Kal-Gard tower to regain the top spot. Buteaux dove underneath Sagely in a turn to run out front again. Sagely ran off the track and dropped to fourth behind Wasson and Campbell, who had been slicing up through the field. Campbell was on a roll, driving around Wasson then jumping past Buteaux to take the lead on the final lap. Campbell was flying on the last lap, easily taking the moto and overall win. It was a three-rider shootout for the second spot on the final lap with Sagely going from fourth to second at the checkered flag just ahead of Wasson and Buteaux.

Jason Webb took home the Mini Novice first place trophy. Webb ran out front from the drop of the gate in moto one. Devin Seeger pushed Travis Smith back to third early in the race and slowly reeled in Webb. Webb withstood the hounding by Seeger all the way to the finish for the win. Shaun Mitchell battled with Smith and came out on top for third.

Mitchell holeshot moto two and led for a couple of laps before having trouble and dropping to fifth. Smith inherited the lead and quickly came under fire from Webb. Webb was making life miserable for Smith as he looked for a way into the lead. Smith held his own and took the checkered flag with Webb mere inches behind. Smith's 4-1 score had the advantage over Seegers 2-3 finishes for second overall.

Results

P/W B-2: 1. Ryan Roybal (Yam); 2. Timmy Mc Daniel (Yam); 3. Charles Messer (Yam); 4. Aron Tomota (Yam); 5. James Jarbeau (Yam).

P/W B-1: 1. Vincent Rhoads (Yam); 2. Brett Mountain (Yam); 3. Robby Wasson (Yam); 4. Richard Enbanks (Yam); 5. Anthony McWhorter (Yam).

P/W A: 1. Scott Howe (Yam); 2. Clark Figueras (Yam).

60 BEG: 1. Caleb Gosselaar (Kaw); 2. Bradley Arnold (Kaw); 3. Clark Figueras (Kaw); 4. Rad Nakama (Yam); 5. Bo Williams (Kaw).

60 (0-8): 1. Scott Howe (Kaw); 2. Tim Buntin (Kaw).

60 (9-11): 1. Christopher Gosselaar (Kaw); 2. Johner Faulkner (Yam); 3. Gerard Patin (Kaw).

MINI BEG: 1. Kevin Townsend (Yam); 2. Johner Faulkner (Yam); 3. Caile Noble (Kaw); 4. Joe Mendoza (Kaw); 5. Justin Scott (Yam).

MINI NOV: 1. Jason Webb (Suz); 2. Travis Smith (Yam); 3. Devin Seeger (Suz); 4. Shaun Mitchell (Kaw); 5. Todd Gosselaar (Yam).

MINI INT: 1. Chris Neitzel (Kaw); 2. Christopher Gosselaar (Kaw).

125 BEG: 1. Wes Faria (Kaw); 2. Matt Maurer (Hon); 3. Mike Johnson (Kaw); 4. Cody Metter (Kaw); 5. Dustin Courtney (Hon).

125 NOV: 1. Kevin Tarwater (Suz); 2. Chris Blanton (Yam); 3. Clint Shepard (Suz); 4. Adrian Leon (Suz); 5. Michael Collier (Kaw).

125 INT: 1. Jeff Willoh (Kaw); 2. Mike Crosby (Kaw).

250 BEG: 1. Shane Metter (Kaw); 2. Rich Cordes (Hon); 3. Chad Davis (Yam); 4. David Nelson (Hon). 5. John Clark (Suz).

250 NOV: 1. Bobby Hall (Suz); 2. Norman DeVine (Hon); 3. Ray Harp (Kaw); 4. Ken Reed (Kaw).

250 INT: 1. Robbie Dunham (Yam).

250 PRO: 1. Peter Ware (Suz); 2. Ken Neitzel (Kaw).

500 BEG: 1. Dewaine Nelson (Hon).

JR VET BEG: 1. Gary Campbell (Yam); 2. Steve Sagely (Yam); 3. Forest Wasson (Kaw); 4. Eddie Buteaux (Suz); 5. Joseph Arechiga (Yam).

JR VET NOV: 1. Ray Harp (Kaw).

JR VET INT: 1. Steve Corteville (Yam).

VET BEG: 1. Michael Collier (Yam); 2. Joey Baca (Suz).

VET NOV: 1. Alon Sahar (Yam); 2. Steve Williams (KTM); 3. Randy McDowell (Hon); 4. Mark McCulloch (Kaw); 5. Eric Barr (Hon).

VET INT: 1. Rodney Morrison (Suz); 2. Mark Reha (Hon); 3. David Arnold (Hon).

VET PRO: 1. Mark Horton (Yam); 2. Ken Neitzel (Kaw).

SR INT: 1. Mike Jervey (Yam); 2. Herbert Allen (Kaw).

SR EX: 1. Bob Dunham (Yam).

Powell, Kugel survive Land of Enchantment Dual Sport

By Claud Hauper

CLOVIS, NM, SEPT. 26-30

It took the likes of Overall A winner, Team Dual Dogs' Damon Powell, and the ultra prepared B class winner, Ken Kugel to conquer the extensive mileage and the tightly timed and sometimes ruggedly tough sections included in New Mexico's second Land of Enchantment Endurance Rally.

"This new form of competition we are promoting is not the same as a high speed, closed course, 'raid-marathon'," said Rally Director Roger Pattison. "But rather a rigidly controlled test of endurance and preparedness over long off-highway distances in several days."

Over 1668 miles of the diverse eastern New Mexico landscape took its toll as Powell and Kugel were the only two entries out of 40 that actually crossed the finish line at the end of the four-day event. In fact, at the end of day one Kugel was the sole B class rider to finish without houring out.

After a "regular" 7:00 a.m. start on day two, the ride progressed from desert and plains to the coolness of the mountains in the second day. The change of climate at 7000 feet was welcomed. Team Dual Dogs President Damon Powell was the picture of preparedness as he skipped through the 11-hour day with no problems and no lost points.

"No problems. It was awesome, all of it was awesome the whole day." Powell said.

Day three's 7 a.m. start didn't take much time on Wednesday, as the four remaining riders departed the staging area just outside of the historic Lodge at Cloudcroft, where Pancho Villa used to vacation high in the cool mountain calm. Stage three was one of ultimate disappointment for two of the riders, yet the kind of sportsmanship and comeraderie that typifies these events became even more evident and critical to the overall results as the day wore on. Glenn Butler had epitomized the spirit of sportsmanship, when his main rival Damon Powell lost an oil resevoir drain plug and dumped all his engine oil in the middle of the desert. While given the opportunity to forge decisively ahead, Butler promptly stopped. "(My) oil plug just vibrated out and I'm just ridin' along and all of the sudden I noticed a lot of friction in the cylinder and (I) pulled the clutch and the thing seized," Powell said. "I was out of oil and had no bolt, and Glenn, who was riding with me and was leading in points,... gave me a plug and a quart of oil he was carrying."

In spite of everyone's efforts to help each other, just before the last and most difficult two sections of the toughest day, Butler's Honda's rear frame section broke through an unbelievable number of zipties to separate itself completely from the rest of the bike, thus ending his bid for a repeat of last year and any chance to finish this event. With Kugel having only ridden the day to prove he could, and Damon Powell likwise having outlasted all competition, the second Land of Enchantment Endurance Rally was effectively over when they both checked out of day three's final section. With nothing left to prove, the winning riders and the always-ready sweep crew rode the rally route the last 373 miles into Clovis on Thursday basically in the fashion of a dual-sport trail ride.

Results

O/A A: 1. Damon Powell (Hon).

O/A B: 1. Ken Kugel (Hon).

Morgan, Sandell, Flesia state champions at Aztec Motocross

By John Clifford

COLORADO SPRINGS, CO, OCT. 3

Shawn Morgan clinched the state title in the 125cc Pro class as 550 SRAC racers packed the pits for the Colorado MX State Championship at M & M's Aztec Raceway.

In the first 125cc Pro class moto, Paul Lindsey grabbed the holeshot followed by Josh Kellogg, Lee Swink and Micah Moyes. Morgan finally moved to fifth position. Kellogg challenged and assumed the lead. Morgan passed Swink and Moyes and broke away with Kellogg. Lindsey went flying off the track but avoided getting off, dropping him to third. Mark Flesia and Andy Atkins made their moves. Morgan put the move on Kellogg and grabbed the lead. Flesia stuffed Moyes but Moyes countered as Atkins pushed Jeremy Hinrichs off the track. Another mistake by Lindsey moved him back as Hinrichs and Moyes got by. Morgan came across the line for the win ahead of Kellogg. Flesia and Atkins thrilled the crowd with elbow-to-elbow racing as Atkins prevailed for third.

The second 125cc Pro moto got off to a bad start when Kellogg, third in points and a single point out of second, was mauled in the first corner and couldn't continue because of a shoulder injury. Moyes' bike failed him and ruined a good second-moto start. Meanwhile, Morgan and Lee had the hot trigger hands. Atkins and Flesia gave chase while Hinrichs held down fifth. Campbell closed up as Atkins passed Swink for second. Flesia attacked and worked past Swink and Atkins. Atkins repassed and held on to second. Flesia and Hinrichs were in a dogfight until, with two laps, Flesia mistook a yellow flag for the white and pulled off. Morgan won and captured the State title. Atkins grabbed second with Hinrichs third and Campbell fourth. CN

Results

P/W D-1: 1. Ryan Knickerboker; 2. Jeremy O'Connell; 3. Aaron Estrada; 4. Jason Guerrero; 5. Jeff Bruns.

P/W D-2: 1. Bill Dotson; 2. Andrew Short; 3. Kevin Johnson; 4. Matt Whitmarsh; 5. Ryan Cook.

MINI NOV: 1. Nathan Myers; 2. Danny Lookhart; 3. Richard Davidson; 4. Ryan Cook; 5. Zac Dawson.

125 NOV: 1. Brian Sabbugh; 2. John Dodder; 3. Rodney Brewster; 4. Darrin Paikin; 5. Shane Tompkins.

OPEN NOV: 1. Scott Hoffman; 2. Jim Knox; 3. Ron Kidd; 4. Roy Lippis; 5. Todd Scott.

VET NOV: 1. Tom Dillion; 2. Doug Kelly; 3. Mike Ponzto; 4. Kirk Gittens; 5. Don Waddill.

SR NOV: 1. Harry Baker; 2. Lauren Mitoff; 3. Myron Smith; 4. William Adams; 5. Micheln Kaskey.

MINI B: Chad Zulian; 2. Bill Dotson; 3. Joshua Catron; 4. Andrew Short; 5. Scott Burris.

125 B: 1. Keith Johnson; 2. Eric Landis; 3. Broc Jeske; 4. Brian Custy; 5. Zach White.

250B: 1. Andy Lippis; 2. Nolan Martin; 3. Dean Haight; 4. Dave Ford; 5. Grant Whites.

VET B: 1. Michella Gonzales; 2. Terry Collins; 3. Mike Long; 4. Floyd Frank; 5. John Clifford.

SR B: 1. Jim Jacobs; 2. Glade Hill; 3. Brent Bean; 4. Wayland Britt; 5. Ralph Sutton.

MINI A: 1. Kyle Britt; 2. Justin Buckelew; 3. Gio Tedesco; 4. Ryan Clark; 5. Travis Riles.

125 A: Shawn Morgan; 2. Andy Atkins; 3. Keith Campbell; 4. Jeremy Hinrichs; 5. Lane Swink.

250 A: 1. Andy Atkins; 2. Shawn Morgan; 3. Wayne Balliett; 4. Kip Sandell; 5. Tom Smith.

VET PRO: 1. Jim Eckert; 2. Tom Allard; 3. Flint Valesquez; 4. David Clabaugh; 5. Jeff Kuntz.

WMN: 1. Susan Cheney; 2. Mollie Bourke; 3. Angie Riggs; 4. Cynthia Bennett; 5. Jill Coffman.

50: 1. Brad Alarid; 2. Matt Burris; 3. Brady Sharp; 4. Bryan Weige; 5. Adam Lurhs.

250 NOV: 1. Tony Costa; 2. Ron Kidd; 3. Mike Renner; 4. Dave Zrubek; 5. Marc Penick.

OPEN PRO: 1. Kip Sandell; 2. Andy Atkins; 3. Wayne Balliett; 4. Keith Campbell; 5. Mike Rosell.

OPEN B: 1. Brian Custy; 2. Dean Langer; 3. Bobby Fiten; 4. Andy Lappis; 5. Glen Sharp.

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Superbike Road Race Series
11/7 Mexico City, Mexico

World C'ship Endurance Road Race Series
10/24 Phillip Island, Australia

AMA Camel Supercross Series
1/15/94 Orlando, FL
1/22 Houston, TX
1/29 Anaheim, CA
2/5 San Diego, CA
2/12 Tampa, FL
2/26 Atlanta, GA
3/12 Daytona Beach, FL
3/19 Indianapolis, IN
3/26 Charlotte, NC
4/9 Pontiac, MI
4/16 Minneapolis, MN
4/23 Irving, TX
4/30 Las Vegas, NV
5/7 Seattle, WA
6/4 San Jose, CA
Info 614/891-2425

AMA Continental Tire 883 Nat'l C'ship Series
10/24 Daytona Beach, FL RR
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series
10/24 Flat River, MO
11/7 Wickenburg, AZ
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series
10/24 Lucerne Valley, CA
Info 614/891-2425

AMA Wiseco/Yamaha/ Dunlop Nat'l Cross Country Series
10/31 Mt. Morris, PA
11/14 Greeneville, TN
Info 304/594-1157

AMA Suzuki Dual Sport Trail Ride Series
10/23-24 Cottonwood, AZ
11/26-28 L.A. to Barstow to Las Vegas
Info 614/891-2425

AMA Southeastern Regional MX C'ship Mega Series
10/23-24 Blountville, TN
Info 615/323-5497

AMA/CCS C'ship Cup Series
10/21-24 Daytona Beach, FL
12/12 SF W. Palm Beach, FL
Info 704/684-4297

AMA Dirt Shirts Fall Classic MX Series
10/23-24 Blountville, TN
10/30-31 Gainesville, FL
Info 813/822-8929

AMA Florida State MX C'ship Gold Cup Series
10/24 Dade City, FL
10/30-31 Gainesville, FL
Info 813/894-0439

AMA Mid-South C'ship Winter Hare Scrambles Series
10/31 Battleground, AL
11/7 Manington, KY
11/21 Hurricane Mills, TN
12/5 Lynnville, IN
1/9/94 Bremen, GA
1/23 Tupelo, MS
2/6 Centerville, TN
2/20 Hohenwald, TN
3/6 Greenville, KY
4/17 Fordsville, KY
Info 615/331-1475

WERA Pro Road Race Series
10/28-31 Braselton, GA
Info 916/582-0451

WERA Grand Nat'l Final
10/27-31 Braselton, GA
Info 803/681-9372

WERA Nat'l Endurance Series
10/30 Braselton, GA

WERA Nat'l Vintage Series
10/28 Final Braselton, GA

AHRMA Southeastern MX Series
11/3 Holiday Downs, GA
Info 715/842-9699

AHRMA West Regional Series
11/7 Tulare, CA
Info 805/832-1955

AHRMA/British Bike Magazine Trials Series
10/23 Newnan, GA
Info 715/842-9699

ECEA C'ship Enduro Series
10/31 Bear, DE
11/14 Warren Grove, NJ
Info 609/657-6338

NETRA C'ship Enduro Series
10/24 Chester, CT
11/7 Stafford, CT
11/21 W.Warren, MA

NETRA C'ship Turkey Run Series
10/31 Central Village, CT
11/7 Berlin, MA
11/28 Plympton, MA
12/12 Plympton, MA
Info 203/875-5757

NESC C'ship Motocross Series
10/24 Middleboro, MA
10/31 Middleboro, MA
Info 413/772-0685

MO Hare Scrambles C'ship Series
10/24 (Nat'l) Flat River, MO
Info 314/392-2475

IDBA Nat'l C'ship Drag Race Series
10/22-24 Memphis, TN
Info 205/849-7886

NMRA Drag Racing Series
11/20 Palmdale, CA
Info 805/944-5454

ProStar Drag Racing Series
11/12-14 Gainesville, FL
Info 609/768-4624

SERA Enduro Series
11/7 Maplesville, AL

SERA Hare Scramble Series
TBA Coushata, LA
TBA Jonesboro, LA

FTR C'ship Enduro Series
10/24 Tallahassee, FL
1/16/94 Charleston, SC
3/13 Ocala, FL
5/1 Olustee, FL
5/29 Richloam, FL
6/12 Daytona, FL
Info 407/264-0559

FTR C'ship Hare Scrambles Series
11/13-14 Ocala, FL
12/4-5 Lake Wales, FL
1/8-9/94 Ocala, FL
1/29-30 Bradenton, FL
2/5-6 Ft. Myers, FL
3/5-6 TBA, FL
3/19-20 Orlando, FL
4/9-10 Ocala, FL
5/14-15 Titusville, FL
Info 407/264-0559

SETRA C'ship Enduro Series
10/24 Tallahassee, FL
11/7 Maplesville, AL
1/16/94 Charleston, SC
1/30 Wedgefield, SC
3/6 Pelion, SC
3/13 Palatka, FL
3/27 Lenoir, NC
5/1 Olustee, FL
5/22 Maxeys, GA
5/29 Richloam, FL
Info 205/872-4286

SETRA C'ship Hare Scramble Series
11/14 Bulls Gap, TN
12/5 Dallas, GA
12/12 Cochran, GA
1/9/94 Maxeys, GA
2/6 Willington, SC
2/20 Holly Hill, SC
4/3 Piney Woods, GA
4/17 Dallas, GA
4/30 Charlotte, NC
5/15 Maxeys, GA
Info 706/468-1328

LISC Motocross Series
10/23 Bridgehampton, NY
11/6 Bridgehampton, NY
11/20 Bridgehampton, NY
Info 516/728-7727

NY State C'ship Hare Scrambles Series
10/24 Gowanda, NY
Info 315/895-7654

WNYSC Motocross Series
10/24 Batavia, NY

CRA Fall MX Series
10/24 Malvern, OH
Info 216/636-5505

Virginia C'ship Hare Scrambles Series
11/7 Surry, VA
Info 804/255-4620

Sabine Enduro Circuit
11/7 Muenster, TX
Info 903/845-3553

Black-Jack Enduro Circuit
10/31 Tulsa, OK
Info 316/342-4436

RMEC C'ship Enduro Circuit
10/31 Tulsa, OK
Info 307/742-4136

CMA Canadian Nat'l C'ship Enduro Series
10/24 Primrose, Ont., CAN
Info 416/522-5705

IERA Enduro Series
10/24 Reinbeck, IA
Info 515/795-3440

Grans Prix de Baja Series
11/20 San Felipe Gran Prix
San Felipe, B.C., MEX
Info 818/340-5750

LaPlaya MX GP Series
12/5 Rosarito, B.C., MEX
Info (001-52-661) 22525

ADRA Int'l Desert Racing Series
11/6-7 TBA, AZ
12/4 Sonoyta, MEX
Info 602/252-1900

MTEG Off Road Race Series
11/6 San Francisco, CA
Info 714/938-4100

THE 1993-94 MID-SOUTH CHAMPIONSHIP
Hare Scrambles Series
AMA SANCTIONED
14th SEASON

SERIES CONTINGENCY SPONSORS
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CLASSES

	Bikes		ATV's
Semi-Pro-AA	Vet-A/B	4-stroke	1. Semi Pro
Open-A/B	Senior	Heavy Trail Rider	2. Open 2-Stroke
250-A/B	125-B	Light Trail Rider	3. Open 4-Stroke
200-A/B	Super Senior	Women	4. Trail Rider

BIKES START AT 11AM
ATV'S START AT 2 PM
(Be aware of Time Zone Changes)
Entry Fee: Semi-Pro $25.00
All Other Classes $20.00

Bikes Run 2 hours.
ATV's run 1 1/2 hours.
Pro ATV 100% Payback

Pro-AA Bikes
1st - $200
2nd - $125
3rd - $100
4th - $50
5th - $25

DATE/TIME ZONE	LOCATION/DIRECTION	CONTACT PERSON
1) 10/31/93 Central	Battleground, AL Exit 310 off I-65, West on 14	Ron Pruitt 205-461-2436
2) 11/7/93 Central	Manington, KY Hwy 41 North to Manington	Steve Ezell 502-886-8564
3) 11/21/93 Central	Hurricane Mills, TN I-40 to Loretta Lynn's Dude Ranch	Allen Bruto 615-296-7700
4) 12/5/93 Central	Lynnville, IN I-64 to exit 39 to Lynnville Park	Jack Barnett 812-897-0629 812-567-4135
5) 1/9/94 Eastern	Bremen, GA (Bikes Only) I-20 East to exit 3, Left on Hwy 27 Then Right on Hwy 78	King Kelly 404-941-8464
6) 1/23/94 Central	Tupelo, MS Hwy 78 to Hwy 6 to Trace State Park	Tracy Moffit 901-753-2860
7) 2/6/94 Central	Centerville, TN Exit 172 of I-40	Mike Groves 615-952-9606
8) 2/20/94 Central	Hohenwald, TN East of Hohenwald off Hwy 412	Wade Peery 615-7462202
9) 3/6/94 Central	Greeneville, KY I-24 to Hwy 79, North on Hwy 181	Scott Horton (615) 746-2202
10) 4/17/94 Central	Owensboro, KY (Bikes only) North of Fordsville on Hwy 1700	Mike Libbs 502-233-5555

BEST EIGHT FINISHES COUNT TOWARDS SERIES AWARDS
If further information is needed, contact:
Ken Joyce (615) 331-1475 • Rod Thurley (615) 662-2124 • Mark Hosbach (615) 790-3639 • David Lamberth (615)868-4236
PLEASE REMEMBER TO RIDE RESPONSIBLY !!!

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WIN A SPONSORSHIP FOR THE ENTIRE YEAR OF 1994
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200% PRO PAYBACK EACH WEEK*
30% TROPHIES PLUS
SPECIAL SERIES TROPHIES
Entry Fee Mail $25.00 Post $30.00
* 3 Required to make a class - Less than 3, 100% payback
1994 CRC Membership Available

When and Where:

Oct. 24	LACR	MX
Oct. 31	Starwest	MX
Nov. 7	Glen Helen	MX
Nov. 14	LACR	GP
Nov. 21	Edwards AFB	MX

(Rain Date Nov. 28 LACR)
Mail Entry To: CRC
37045 Ran Drive, Palmdale, CA 93550
CRC Info (805) 272-8889

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EXCLUSIVE FOR MINIS ONLY!
SUNDAY OCT. 24, 1993
NO LIC OR QUALIFIERS
STARWEST SUPERCROSS PARK
LOCATED IN THE MORENO VALLEY EAST OF L.A. AT THE LAKE PERRIS FAIRGROUNDS
ON THE MAIN TRACK & ALL NEW PEE WEE COMPETITION CENTER
THE FACTORY VANS OF, SUZUKI, KAWASAKI, & YAMAHA AT THE EVENT!
Classes for All Ages
Gates Open 6am, Post-Entry 6:30am 714-855-2707

STARWEST SUPERCROSS PARK
Lake Perris Fairgrounds
Moreno Valley California
Sat., Oct. 23- Starwest Night MX (No Lic. Req'd.)
Sun., Oct. 24- Mini Stars '93 (No Lic. Req'd.)
Sat., Oct. 30- Halloween Night Special MX (No Lic. Req'd.)
Gates Open Sat. 3 p.m., Practice 4:30 p.m., Race at 6
Gates Open Sun. 6:30 a.m., Prac. 8:00 a.m., Race at 9:30 a.m.
Open Practice: Every Tues. 9a.m.-2p.m., 4p.m.-10p.m.
Every Sat. 9a.m. - 1p.m. New Pee Wee Track Available
Info Call: 714-855-2707

CRC California Race Schedule
100% PRO PAYBACKS/200% PRO PAYBACK FRIDAYS

Fri., Oct., 22	Night MX	L.A.C.R.
Sun., Oct. 24	MX L.A.C.R. (Sponsorship Series Start)	
Fri., Oct., 29	FINAL Night MX	L.A.C.R.
Sun., Oct. 31	MX Starwest (Sponsorship Series Rnd. 2)	
Sun., Nov. 7	MX	Glen Helen
Sun., Nov. 14	GP "Wild Turkey"	L.A.C.R.

3 Tracks, Pee Wee - 60 & 80 - Motorcycles
9 a.m. - 2 p.m. Every Sat. - LA County Raceway
CRC Info (805) 272-8889

GLEN HELEN RACING INC.

Would like to thank the following members of the PRAIRIE DOGS MC & their Support Personnel that made the INAUGURAL GLEN HELEN GRAND PRIX a success.

Mike Parrott
Dan Parrott
Lisa Parrott
Judy Parrott
Bill Parrott
Flint Hudgens
Denise Hudgens
Phil Gorgone
Norm Gorgone
Rose Gorgone
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Diane Mohr
Joe Bilotta
Jon Bilotta
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Kieth Peel
Justeen Peel
Bob Murray
Don Chalmers
Avery Gilleland
Teresa Gilleland
Stacy Gilleland
Tracy Gilleland
Mike & Judy Hall

GLEN HELEN

Sun., Oct. 24	GHR C'Ship MX Series #2
Sun., Oct. 31	Glen Helen Off-Road Car Race
Sun., Nov. 7	CRC MX and Open MX Practice
Sat., Nov. 13	Sand Drags
Sun., Nov. 21	SRA GP

No MX Practice Oct.16 & 17 or Nov. 13 & 14

Track Watered and Prepped

Thurs. Open MX Practice Two Tracks
8 a.m. to Dusk
GP Track Re-Prepped From 1pm-2pm

Sat. Open MX Practice Two Tracks
GP Track - 8:00 a.m. to 12:00 p.m.
MX Track - 8:00 a.m. to 5:00 p.m.
Except Sand Drag or MTEG Weekends

Sun. Open MX Practice
8:00 a.m. to 5:00 p.m. on MX Track
Except Sand Drag or MTEG Weekends

INFO: (909) 880-1733

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WHITE Brothers
Veteran's World Championship Motocross
November 6 & 7
Perris Raceway
Info: 714-692-3404

Los Angeles County Raceway
Palmdale, CA 93550
Info: (805) 272-8889
1993 Happenings At The Motocross Track

Fri., Oct., 22	Night MX CRC (200% Pro Payback)
Sat., Oct., 23	Practice 9 am-2pm
Sun., Oct. 24	CRC MX (200% Pro Payback)
Wed., Oct. 27	Final Wed. Night Practice
Fri., Oct., 29	Final Fri. Night MX

Wed. Night Prac. 4 p.m.-9 p.m. • Sat. Prac. 9 a.m.-2 p.m.

County of Santa Clara, CA
MOTORCYCLE PARK
- 600 acres containing over 20 miles of beginner to advanced trails.
- Watered and groomed motocross and ATV tracks.
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- Park visitor center with exhibits and replacement parts sales.

For more information call: (408) 226-5223

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SRA GP California Schedule

Members		Non Members
October 24	Carlsbad	
November 21	Glen Helen	

Info (714) 957-2985

RACE GLEN HELEN
If It's A Race, We're The Place !

CASTAIC LAKE, CA Race Track
OPEN MOTO-X PRACTICE
TUESDAYS 2PM TO DUSK / SATURDAYS 8 AM TO 2 PM
$12 PER RIDER, INCLUDES PARKING
SPECTATORS FREE • $10 MEMBERSHIP REQ'D
INFO: Shane Trittler Promotions (805) 294-0020

MOTOWEST RACING ENT. (408) 238-8208

Sun., Nov. 7	Rnd. 8 - Hi-Point	Metcalf Park
Sun., Nov. 21	Rnd. 9 - Hi-Point	Metcalf Park
Sun., Nov. 28	Rnd. 10 - Hi-Point	Hollister Hills S.R.V.A.
Sun., Dec. 5	Rnd. 11- Hi-Point	Metcalf Park

GFI - MOTOCROSS

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CALENDAR

Texas Cross Country Assn. Series

10/24 Euless, TX
Info 817/346-1132

Oklahoma Cross Country Assn. Series

10/24 Braggs, OK
11/7 Oklahoma City, OK
Info 405/386-6088

ATA C'ship Observed Trials Series

10/31 Lucerne Valley, CA
11/28 Lucerne Valley, CA
Info 213/259-6631

Southeastern Trials Riders Assn. Series

10/23-24 Newman, GA
11/13-14 Belvedere, TN
Info 615/842-8288

Nor Cal YSR C'ship Series

11/17 Sacramento, CA
Info 916/722-5517

CMRRA YSR Road Race Series

10/30-31 Rosamond, CA
11/14 Palomar, CA
12/11-12 Perris, CA
Info 909/674-2007

WMRRA Road Race Series

10/24 Seattle, WA
Info 206/972-4499

WRA Road Race Series

11/6-7 Bakersfield, CA
11/20-21 Las Vegas, NV
Info 209/723-9454

GFI Racing North Battle of the 90s Fall MX Series

10/24 Hollister, CA
Info 209/673-8080

GFI Racing North Winter Motocross Series

1/2/94 Brentwood, CA
1/9 Hollister, CA
1/16 Sacramento, CA
1/23 TBA
1/30 Brentwood, CA
2/6 Oakdale, CA
2/13 TBA
2/20 Hollister, CA
Info 209/673-8080

Northern NV Dealer MX Challenge Series

10/24 Fernley, NV
10/31 Carson City, NV
11/7 Carson City, NV
Info 702/267-4392

WSMC Road Race Series

11/20-21 Rosamond, CA
12/18-19 Rosamond, CA
1/15-16/94 Rosamond, CA
2/19-20 Rosamond, CA
3/19-20 Rosamond, CA
4/16-17 Rosamond, CA
5/14-15 Rosamond, CA
6/18-19 Rosamond, CA
7/16-17 Rosamond, CA
8/20-21 Rosamond, CA
9/17-18 Rosamond, CA
10/15-16 Rosamond, CA
11/19-20 Rosamond, CA
12/17-18 Rosamond, CA
Info 805/256-1234

OCTOBER

S	M	T	W	T	F	S
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10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

• Denotes Pro Payback

October 22

CALIFORNIA MOTOCROSS
CRC Night MX, L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
MX race & Fall C'ship Awards, Sacramento Raceway, Sacramento. Info:916/363-2653 or 916/363-2645
DELAWARE MOTOCROSS
Delaware Motor Sport, Inc., Seaford Speedway, Seaford. Info:302/335-4386.
NORTH CAROLINA SHORT TRACK
Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
TEXAS MOTOCROSS
•Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

October 22-24

OHIO ARENACROSS
AMA Indoor Arenacross, Motor Sports of America, Sea Gate Centre, Toledo. Info: 800/544-8714.
TENNESSEE DRAGS
IDBA World Finals, Memphis Motorsports Park, Memphis. Info:205/849-7886.

October 23

ALABAMA MOTOCROSS
County Line, Raceway, Vance. Info: 205/477-6848.
ARKANSAS SHORT TRACK/TT
• West Siloam Springs Speedway, Siloam Springs. Info: 918/437-4657 or 501/524-9009.
CALIFORNIA TT SCRAMBLES
•AMA/D-36, Lodi Cycle Bowl, Lodi. Info: 209/544-1027 or 209/368-7182.
CALIFORNIA SHORT TRACK
Dirt Sports Promotions, Carlsbad Raceway, Carlsbad. Info: 619/752-1990.
CALIFORNIA MOTOCROSS
Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441
FLORIDA MOTOCROSS
MX Fall Series, Pro Sports USA, Orlando Motocross Park, Orlando. Info: 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info: 813/986-4950
GEORGIA MOTOCROSS
Thunder Creek, High Falls. Info: 912/994-6630
IOWA FLAT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439
KENTUCKY MOTOCROSS
• Edmonson County Raceway, Elizabethtown. Info: 502/286-8334
NEW YORK MOTOCROSS
LISC Series, Bridgehampton Motorsport Park, Bridgehampton. Info: 516/728-7727.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
OHIO MOTOCROSS
AMA/D-11, Dirt Country Raceway, Blanchester. Info: 513/791-8970.
OHIO MOTOCROSS
AMA/D-11, American Motorsports, Inc., Vinton County Fairgrounds, McArthur. Info: 614/596-2057.
OREGON VINTAGE SCRAMBLES
Washington MX Track, Vintage Dirt Racing Northwest, Woodland. Info: 503/254-6520.
TENNESSEE ARENACROSS
3rd Annual TN State Arenacross, Henry County Fairgrounds, Paris Dirt Trackers, Paris. Info: 901/642-0511
WISCONSIN DRAG RACE
NHRA Jr. Drag Racing League Program, Great lakes Dragway, Union Grove. Info:414/878-3783.

October 23-24

ARIZONA DUAL SPORT
AMA/Suzuki Dual Sport Trail Ride Series, Motolink Off-Road Events, Cottonwood. Info: 602/948-4137.
ARIZONA MOTOCROSS
CMC AZ, Western Honda Copper State Classic, Canyon Raceway, Phoenix. Info: 602/863-1028.
CALIFORNIA MOTOCROSS
OTHG National, Perris Raceway, Perris. Info: 909/789-7179
CALIFORNIA DUAL SPORT
AMA/Behr Services, Columbia. Info: 415/367-1980.
GEORGIA TRIALS
Observed Trials, Southeastern Trials Riders Assoc., Newnan. Info: 615/842-8288.
TENNESSEE MOTOCROSS
AMA/Dirt Shirts Fall Classic MX Series, Muddy Creek Raceway, Blountville. Info: 813/894-0439.
TENNESSEE MOTOCROSS
• AMA/Honda Top Gun Showdown, Muddy Creek Raceway, Blountville. Info: 615/323-5497.

October 24

ALABAMA MOTOCROSS
Iron Man MX Park, Warrior. Info: 205/663-0963.
ARIZONA HARE SCRAMBLES
AMA Nat'l C'ship Hare Scrambles Series, Motolink, Inc.,Wickenburg. Info: 602/948-4137
CALIFORNIA HARE & HOUND
AMA/D-37 Nat'l Hare & Hound, Johnson Valley, Lucerne. Info: 909/985-2242 or 909/985-8774.
CALIFORNIA MOTOCROSS
GFI Racing North, Battle of the 90's Fall Motocross Series Finale, Round #6, Hollister Hills, Hollister. Info: 209/673-8080.
CALIFORNIA PARTS EXCHANGE
SCQ Promotions, Veteren's Stadium, Long Beach. Info: 310/323-9611.
CALIFORNIA MOTOCROSS
CRC MX, L.A. County Raceway, Palmdale. Info: 805/272-8889
CALIFORNIA MINI RACE
CMMC Series, Barona Raceway, Romona. Info: 619/561-9016.
CALIFORNIA GRAND PRIX
SRA, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.
CONNECTICUT ENDURO
NETRA C'ship Series, Cockaponset Enduro, Chester. Info:203/875-5757.
DELAWARE MOTOCROSS
Delaware Motor Sport, Inc., Seaford Speedway, Seaford. Info: 302/335-4386.
FLORIDA MOTOCROSS
Wausau MX, Wausau/Chipley. Info: 904/638-1012.
FLORIDA MOTOCROSS
World Sports 11th Annual Gold Cub MX C'ship, Dade City Raceway, Dade City. Info: 813/894-0439.
FLORIDA MOTOCROSS
RPMC, Homestead MX Track, Homestead. Info: 305/587-8107
FLORIDA ENDURO
SETRA Capital City Enduro, Tallahassee. Info: 904/877-4554 or 904/576-5072.
FLORIDA ENDURO
Florida Trail Riders/Tallahassee Trail Riders, Apalachacola Nat'l Forest, Tallahassee. Info: 904/576-5072 or 904/877-4554.
GEORGIA MOTOCROSS
Georgia State C'ship Series, Calhoun. Info: 404/943-4935.
ILLINOIS MOTOCROSS & TRIALS
AMA/D-15 & 17, Lincoln Trail Motosports Off-road Riding Park, Casey. Info:217/932-2041.
INDIANA MOTOCROSS
Haspin Acres Rec. Motor Park, Laurel. Info: 317/698-2420.
IOWA ENDURO
IERA Enduro Series, Reinbeck. Info: 515/795-3440.
KANSAS MOTOCROSS
KMSA, Great Bend. Info: 913/842-8272 or 316/792-7513.
MASSACHUSETTS MOTOCROSS
NESC , Middleboro. Info: 413/772-0685.
MISSISSIPPI MOTOCROSS
Cedar Lake MX Park, Byhalia. Info: 601/781-2645.
MISSOURI MOTOCROSS
Sprout Patch Competition, MO Series Final Race, Billings. Info: 417/744-2593.
MISSOURI HARE SCRAMBLES
MO C'ship Series, Flat River. Info: 314/392-2475.
NEBRASKA MOTOCROSS
Cornhuskers MX Circuit, Double Points, GNC Qualifier, Palmyra. Info: 308/928-2503.
NEVADA MOTOCROSS
Silver State MX & NV Oldtimers, Northern NV Dealer Challenge, Fernly. Info: 702/267-4392.
NEW JERSEY MOTOCROSS
Powerline Park, New Egypt. Info: 908/752-7305.
NEW YORK HARE SCRAMBLES
WNYERA M/C, New York State Series,Java Gun Club, Java. Info: 716/652-3531.
NEW YORK MOTOCROSS
AMA/D-34 Diamondback MX, Modena. Info: 518/828-6149.
NEW YORK SPEEDWAY
Champion Speedway, Owego. Info: 607/625-2894 or 607/723-2387.
OHIO HARE SCRAMBLES
CRA, Amherst MC Club, Amherst. Info: 216/988-9100.
OHIO HARE SCRAMBLES
CMCA/D-12, Glass City M/C, Delta Motorsports Park, Delta. Info: 419/666-8413 or 419/822-3286.
OHIO MOTOCROSS
CRA, Malvern MX Park, Malvern. Info: 216/262/4945.
OHIO MOTOCROSS
AMA/D-11, JTM, YZ Bucks Series Final, Athens/Millfield. Info: 614/653-7395.
OKLAHOMA CROSS COUNTRY
OCCRA, Gruber Park, Braggs. Info: 405/386-6088 or 405/390-8812.
OKLAHOMA MOTOCROSS
RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
OREGON MOTOCROSS
Eugene MX, Oregon State C'ship Round #3, Eugene. Info: 503/484-5217 or 503/686-0661.
PENNSYLVANIA MOTOCROSS
AMA/D-6 Flying Dutchmen M/C Club, Pine Grove. Info: 717/345-6340 or 345-8734.
TEXAS CROSS COUNTRY
TCCRA, Mosier Valley MX Park, Euless. Info: 817/540-0815 OR 817/346-1132.

October 29

CALIFORNIA MOTOCROSS
CRC Night Motocross, L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
CMC MX, Sacramento Raceway. Info: 916/363-2653 or 363-2645.
DELAWARE MOTOCROSS
Delaware Motor Sport, Inc., Seaford Speedway, Seaford. Info: 302/335-4386.
NORTH CAROLINA SHORT TRACK
Dixieland Speedway/Red, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
TEXAS MOTOCROSS
•Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

October 29-31

ARIZONA MOTOCROSS
Halloween weekend of Racing, Yuma Speedway, Yuma. Info: 602/280-9081.

October 30

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info: 205/477-6848.
ARIZONA DESERT RACING
ADRA Gila Bend Fall Blast, Gila Bend. Info: 602/997-1633.

ARKANSAS SHORT TRACK/TT
•West Siloam Spring Raceway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
CALIFORNIA MOTOCROSS
Racing Ent., Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
CALIFORNIA SHORT TRACK
SCFTA, Glen helen Speedway, San Bernardino. Info: 714/956-0556.
CALIFORNIA DESERT
Fud Racing, The Squeaky Springs Gran National, Lake Superstition, El Centro. Info: 619/427-5759.
FLORIDA MOTOCROSS
11 Annual Fl Gold Cup MX Championship, Gatorback, Gainesville. Info: 813/894-0439.
FLORIDA SHORT TRACK
Bay County Speedway, Youngstown. Info: 904/784-4787.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info: 813/986-4950.
FLORIDA MOTOCROSS
Pro Sports USA Fall Series, Orlando Motocross Park, Orlando. Info: 407/568-2271.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
IOWA SHORT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
KENTUCKY MOTOCROSS
•Edmondson County MX Raceway, Elizabeth. Info: 502/286-8334.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info: 417/744-2593.
NORTH CAROLINA
East Bend Speedway, East Bend. Info: 919/699-3629.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info: 803/757-4226.
TENNESSEE MOTOCROSS
Hot Summer Nights, I-40 MX, Lenoir City. Info: 615/573-5425 or 615/986-1617
WISCONSIN JR DRAG RACING
NHRA Jr. Drag Racing League Program. Great Lakes Dragway. Info: 414/878-3783.

October 30-31

CALIFORNIA MOTOCROSS
•AMA/D-36, Track 1 Promotions, Santa Clara County Fairgrounds, San Jose. Info: 408/224-4412.
CALIFORNIA TT/SCRAMBLES
•AMA /D-37 Lodi Cycle Bowl, Lodi. Info: 209/544-1027 or 368-7182.
CALIFORNIA ROAD RACE
CMRRA, Streets of Willow, Rosemond. Info: 909/674-2007.
CALIFORNIA SHOW/SWAPMEET
Antique M/C Show, Race, Swapmeet & Auction, Cyclone Ent., Lake Perris Fairgrounds, Perris. Info: 909/797-6264.
ILLINOIS MOTOCROSS
& HARE SCRAMBLES
AMA/D-15 & 17, Lincoln Trail Motosports Off-Road Riding Park., Casey. Info: 217/932-2041.
MICHIGAN MOTOCROSS
AMA/D-14,Baja Acres, Millington. Info: 517/871-3356.
NEVADA MOTOCROSS
•Gold Nugget Series Round 7 & 8, Gold Rush Moto Park, Carlin. Info: 702/754-6248.
PENNSYLVANIA CROSS COUNTRY
AMA Wiseco/Yamaha/Dunlop GNCC Series. High Point, Mt. Morris. Info: 614/891-2425.

October 31

ALABAMA MOTOCROSS/
Iron Man MX Park, Warrior.-Info: 205/663-0963.
ALABAMA HARE SCRAMBLES
AMA Mid-South C'ship Winter Series, Battleground. Info: 615/331-1475.
ARIZONA MOTOCROSS
• GFI AZ, Mt. View Raceway, Tucson. Info: 602/437-5767.
ARIZONA MOTOCROSS
Western Honda Copper State Classic, Yuma, Phoenix. Info: 602/863-1028.
CALIFORNIA QFF -ROAD
Glen Helen OHV Park, San Bernardino. Info: 909/880-1733.
CALIFORNIA MOTOCROSS
CRC, Star West Park, Moreno Valley. Info: 805/272-8889.
CALIFORNIA ENDURO
AMA/D-36 Polka Dots MC, 30th annual 49er Enduro, B & C'ship Series, Elkins Flat. Info: 916/488-0735.
CALIFORNIA MOTOCROSS
GFI, Sand Hill Ranch, Brentwood. Info: 209/524-7013.
CALIFORNIA HARE SCRAMBLES
AMA/D-37, Red Mountain/Spangler, Simi Valley M/C, Red Mountain. Info: 909/980-2441.
CONNECTICUT TURKEY RUN
NETRA C'ship Series, Pachaug, Central Village. Info: 203/875-5757.
DELAWARE ENDURO
ECEA C'ship Series, Nat'l Enduro, Bear. Info: 609/657-6338.
FLORIDA MOTOCROSS
Reeves Promotions, County Line Raceway, Ona. Info: 813/751-2116.
FLORIDA MOTOCROSS
AMA Dirt Shirts Fall Classic, Gatorback Cycle Park, Gainesville. Info: 813/894-0439.
GEORGIA MOTOCROSS
Georgia State C'ship Series, Bremen. Info: 404/941-8464.
INDIANA MOTOCROSS
AMA/D-15 Hoosier Hilltoppers M/C Club, Uniontown. Info: 812/522-1522.
INDIANA HARE SCRAMBLES
Haspin Acres Rec. Motor Park, Halloween 100, Laurel. Info: 317/698-2420 or 513/874-8400.
IOWA MOTOCROSS
AMA, Stateline Trailriders Assn., Lamoni MX Park, Lamoni. Info: 515/784-6121.
KANSAS HARE SCRAMBLES
KORR C'ship Series, Sproket II River, Arkansas City. Info: 316/636-5113.
KENTUCKY MOTOCROSS
Pendleton Co M/C Park, Gardnersville. Info: 606/472-3442.
KENTUCKY MOTOCROSS
Sheltowee Series, Daniel Boone MX Park, London. Info: 606/877-1364.
MARYLAND HARE SCRAMBLE
AMA/Antietam M/C Club, + quads,Hagerstown. Info: 301/797-8686 or 301/797-1607.
MASSACHUSETTS MOTOCROSS
NESC , Middleboro. Info: 413/772-0685.
NEVADA MOTOCROSS
Silver State MX & Nv Oldtimers, Northern Nv Dealer Challenge III, Silver State. Info: 702/267-4392.
NEW YORK MOTOCROSS
AMA/D-3, Broome-Tioga Sports Center, Binghamton. Info: 607/648-4997 or 849/9615.
NEW YORK MOTOCROSS
AMA/D-34 MSC, Walden Playboys MX, Walkill. Info: 518.828-6149.
NEW YORK SPEEDWAY
Champion Speedway, Owego. Info: 607/625-2894 or 723-2387.
NORTH CAROLINA MOTOCROSS
AMA/D-29 Ultra Series, Top Gun, Iron Station. Info: 704/596-6577 Or 732-8200.
NORTH CAROLINA MOTOCROSS
• Fall Series, Wilkes Co. MX Park, Lenoir. Info: 704/758-4342 or 919/921-2322
NORTH CAROLINA MOTOCROSS
NAME Fall Series, Montrose MX, Raeford. Info: 919/875-3805.
OHIO HARE SCRAMBLE
CRA, Lightning Raceway, Uhrichville. Info: 614/922-4775.
OHIO MOTOCROSS
CRA, Ohio Int'l Raceway, Ravenna. Info: 216/369-5993.
OHIO MOTOCROSS
AMA/D-11, Dynamic Promotions, Hidden Hills Raceway, Athens. Info: 614/593-6704.
OKLAHOMA ENDURO
Rocky Mt. Enduro Circuit/ Black Jack Enduro Circuit, Tulsa. Info: 307/742-4136.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
OREGON SUPERCROSS
CMC, Albany. Info: 503/928-4474 or 364-3187.
PENNSYLVANIA MOTOCROSS
AMA/D-6 Flying Dutchmen, Pine Grove. Info: 717/345-6340 or 345-8734.
TENNESSEE MOTOCROSS
•AMA/Christiana Raceway Fall Series, Christiana. Info: 615/896-3245.

November 5

CALIFORNIA MOTOCROSS
CRC Night MX, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.
DELAWARE MOTOCROSS
Delaware Motor Sports, Inc., Deaford Speedway, Seaford. Info: 302/335-4386.
NORTH CAROLINA SHORT TRACK
Dixieland Speedway.Red, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.

November 6

ALABAMA MOTOCROSS
County Line Raceway, Vance. Info: 205/477-6848.
ARKANSAS SHORT TRACK/TT
•West Siloam Spring Speedway, Siloam Spring. Info: 918/437-4657 or 501/524-9009.
CALIFORNIA MOTOCROSS
Racing Ent., Carlsbad Raceway, Carlsbad. Info: 619/484-1441.
CALIFORNIA OFF-ROAD
• MTEG Stadium Off-Road Racing Series, Candlestick Park, San Francisco. Info: 714/938-4100.
FLORIDA SHORT TRACK
Bay County Speedway, Youngstown. Info: 904/784-4787.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info: 813/986-4950.
FLORIDA MOTOCROSS
ProSport USA, Orlando MX Park, Orlando. Info: 407/568-2271.
FLORIDA MINI MOTOCROSS
Mini Cycle C'ship Round 4, Orlando MX Park, Orlando. Info: 407/568-2271.
IOWA SHORT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
KENTUCKY MOTOCROSS
• Edmonson County MX Raceway, Elizabethtown. Info: 502/286-8334.
NEW YORK MOTOCROSS
• LISC Series, Bridgehampton Motorsports Park, Bridgehampton. Info: 516/728-7727.
UTAH DESERT RACING
USRA Grand Prix, Jericho. Info: 801/572-6251.

November 6-7

CALIFORNIA VETERAN MOTOCROSS
White Bros. World Veteran MX C'ship, Perris Raceway, Perris. Info: 909/371-3434.
CALIFORNIA HILL CLIMB
NAHA/Skips at Carnegie, National, Carnegie SVRA, Tracy. Info: 510/455-1318.
CALIFRONIA POKER RUN
La Rana Desert Racing, Toys For Tots, Barstow. Info: 619/252-1197 or 702/897-7769.
CALIFORNIA ROAD RACING
WRA Series Round 7, Bakersfield. Info: 209/723-9454.

November 7

ALABAMA ENDURO
SETRA 24th Annual Gobbler Getter Enduro, Maplesville. Info: 205/872-4286 or 205/872-0619.
ARIZONA MOTOCROSS
• GFI AZ/AVDRA, Phoenix Raceway Park, Whitmann. Info: 602/437-5411.
CALIFORNIA SHORT TRACK
WSDRA, Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA MOTOCROSS
Over the Hill Gang, Barona Oaks, Ramona. Info: 310/867-8694.
CALIFORNIA MOTOCROSS
Motowest Racing/ HiPoint Series Round 8, Metcalf M/C Park, San Jose. Info: 408/223-8168 or 637/2073.
CALIFORNIA MOTOCROSS
CRC, Glen Helen OHV Park, San Bernardino. Info: 909/880-1733.
CALIFORNIA MINI ROAD RACING
AMRRA, Adams Kart Track, Riverside. Info: 310/516-8666.
CALIFORNIA SCRAMBLES
• AMA/D-36, [illegible] C'ship Rough Scram[illegible] CANCELED [illegible], Stockton Fairgrounds, Stockt[illegible]. Info: 209/838-3200.
CALIFORNIA MINI MOTOCROSS
CMMC, Borona Raceway, Ramona. Info: 619/561-9016.
CALIFORNIA HARE SCRAMBLES
Dirt Diggers North, 22nd Annual Lilliputian Hare Scrambles, Prairie City SVRA Park, Prairie City. Info: 916/962-3760.
CALIFORNIA MOTOCROSS
AHRMA West Regional MX Series, Tulare Cycle Park, Tulare. Info: 805/832-1955.
CONNETICUT ENDURO
NETRA C'ship Series, Black & Blue, Stafford. Info: 203/875-5757.
FLORIDA MOTOCROSS
Maxima Marathon Day, Pro Sports USA, Orlando MX Park, Orlando. Info: 407/568-2271.
FLORIDA MOTOCROSS
Reeves Promotions, County Line Raceway, Ona. Info: 813-751-2116.
GEORGIA MOTOCROSS
GA State C'ship Series, Hillbilly Hills MX, Roberta. Info: 912/788-0413.
ILLINOIS SWAP MEET
J & P M/C Parts Extravaganza, International Amphitheatre, Chicago. Info: 319/462-6011.
IOWA TRIALS
All Iowa Trials Riders Assoc., Amboy Trail Ranch, Newton. Info: 515/792-0207.
NEW JERSEY MOTOCROSS
• Powerline Park, New Egypt. Info: 908/752-7305.
KANSAS MOTOCROSS
KMSA, Great Bend. Info: 913/842-8272 or 316/792-7513.
KENTUCKY HARE SCRAMBLE
Eagle Creek M/C Park, Owenton. Info: 606/472-3442.
KENTUCKY MOTOCROSS
Daniel Boone MX Park, Winter Fun Race, London. Info: 606/877-1364.
KENTUCKY HARE SCRAMBLE
AMA Mid-South C'ship Winter Series, Manington. Info: 615/331-1475.
MASSACHUSETTS DUAL SPORT
NETRA, Wachsett Dual Sport, Berlin. Info: 203/875-5757.
MISSOURI HARE SCRAMBLES
AMA Nat'l C'ship Series, Missouri Mudders, Flat River. Info: 314/447-0141.
NEW YORK HARE SCRAMBLES
D-34, Tri State Motor M/C Club, Lembo Lark Park, Modena. Info: 914/564-4814.
NEW YORK SPEEDWAY
Champion Speedway, Owego. Info: 607/625-2894 or 607/723-2387.
NORTH CAROLINA MOTOCROSS
• Fall Series Wilkes Co. MX Park, Lenoir. Info: 704/758-4342 or 919/921-2322.
OHIO MOTOCROSS
CRA, Amherst Meadow M/C Club, Amherst. Info: 216/988-9100.
OHIO HARE SCRAMBLES
CRA, Broken Spokes, New Philadelphia. Info: 216/339-9265.
OKLAHOMA MOTOCROSS
RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6, Flying Dutchmen M/C Club, Pine Grove. Info: 717/345-6340 or 345-8734.
SOUTH CAROLINA MOTOCROSS
AMA/D-29, SC State C'ship, Hammer n Hank Promotions, Camp Coker Motorsport Park, Society Hill. Info: 803/378-4700.
TENNESSEE ARENACROSS
3rd Annual TN State Arenacross C'ship Series, Paris/Henry County Fairgrounds, Paris. Info: 901/642-0511.
TENNESSEE MOTOCROSS
• AMA/Christiana Raceway, Christiana. Info: 615/896-3245.
TENNESSEE MOTOCROSS
I-40 Motocross, Lenoir City. Info: 615/573-5425 or 615/986-1617.
TEXAS ENDURO
Sabine Curcuit, Red River Enduro, Muenster. Info: 903/845-3553 or 903/928/2117.
VIRGINIA HARE SCRAMBLES
VA C'ship Series, Surry 100, Surry. Info: 804/483-8039 or 488-6315.

GLEN HELEN Presents...
GHR CHAMPIONSHIP MOTOCROSS SERIES
No Membership Required Top 10 At Series Qualify For Finals! 100% Pro Payback
4 EVENT SERIES
Sept. 26 Qualifier #1
Oct. 24 Qualifier #2
Nov. 28 Qualifier #3
December 19 CHAMPIONSHIP FINAL
Race Day Entry.....$25
Gate Fee.....$10
Overnight Camping Available
Contact: Joel Smith (909) 880-3090
MSR
SCHEDULE
GATES OPEN AT 6:30 A.M.
Practice: 7:30 a.m. - 8:30 a.m.
Riders Meeting: 8:45 a.m.
RACING BEGINS 9:00 A.M.
• 6 Riders Make A Class
• Pee Wees Race On Separate Track

TENNESSEE STATE ARENACROSS CHAMPIONSHIP
Sunday, November 7
Henry County Fairgrounds • Paris, TN
Pro Purse 125 Pro and 250/500 Pro
1st $250
2nd $150
3rd $75
4th $25
Series Awards after the race
Contingency Awards to Amateurs
Sat., Nov. 6 / Sun., Nov. 7
DONNIE HANSEN MX SCHOOL
Learn from one of the best!
Practice 1:00 p.m./Races 2:30 p.m. FOR MORE INFORMATION (901) 642-0511

Want to go racing!? Check the Cycle News calendar section.

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GRAND PRIX 50 Cal. DOUBLE CROSS
DOUBLE CROSS RACING
Nov. 14 G.P. Sunrise
Dec. 5 G.P. Glen Helen
INFO: (714) 371-6333

$$ CASH PAID $$
USED STREET BIKES
BERT'S MOTORCYCLES
818-334-1288/818-334-2926

GFI RACING (909) 371-3434
Sat., Oct. 23 OTMX/OTHG Nationals Perris
Sun., Oct. 24 OTMX/OTHG Nationals Perris
Sat., Oct. 30 GFI Super Sat. Morning MX Perris
Sun., Oct. 31 "No Race" (Have a Happy Halloween)
A RIDER FOR THE RIDERS

Old Timers MX Association Race Schedule
Sat.,Sun., Oct. 23/24 OTHG Nat'ls at Perris
Sun., Oct. 31 Starwest CRC MX
Sun., Sun., Nov. 6/7
White Bros World Vet C'ships at Perris
For Information Call (714) 633-9503

NMA
National Motosport Association
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(714) 855-1602
(310) 868-8112
P.O. Box 46
NORWALK, CA 90650

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

RESULTS

Drag Racing
AMRA Invitational
Beech Bend Raceway Park
Bowling Green, KY
Oct. 2-3
By Richard Wegner

T/F
Mike Romine
Bob Spina
SP/F
Bill Furr
Rick Erdman
P/F
Doc Savage
Bob Totty
F/DBL
John Mancuso
Mike Danahy
T/G
Hip Kachel
Gary Stroud
P/S
Mark Pany
Rick Majernik
M/FL
Larry Leveque
Keith Caulk
SM/FL
Jeff Flora
Paul Wiers
M/XL
Linda Jackson
Jan Downing
SM/XL
Tony Rodriguez
Sharon Garrison
DRSSR
Carleton Rutt
George Farrell
H/S
Robert McAllister
TRK
Doyle Parker
Billy Lockhart
SS/FL
Keith Mueller
Louis Farmer
SS/XL
D.J. Balhorn
Roger Moroney
S/A
Bruce Lyons
Neil Stehr
S/B
Jim Dhanse
Don Register
E
Chris Summers
Chuck Kerr

Motocross
NESC
Central Village, CT
Sept. 26

85 BEG
Robert Deledda Yam
Scott Deledda Suz
John Carroll Kaw
David Berthiaume Hon
Brian Lalumiere Suz
85 JR
Jamie St. Don Yam
Bill Torello Kaw
Stephanie Perron Suz
Don Denham Kaw
Robert Deledda Yam
85 ADV
David Umhoefer Yam
Mike Umhoefer Yam
Ryan Hedges Yam
Jamie St. Don Yam
Bill Torello Kaw
125 BEG
Jason Evangelista Hon
Adam Nason Kaw
Jeremy Flori Suz
Jason Lee Hon
Jeff St. Pierre Suz
125 NOV
Chris Sabrowski Hon
Randy LaPlante Hon
Jeremy Duff
Greg Thorsell Yam
Chris Girouard Kaw
125 JR
Ian Price Yam
John Laroche Kaw
Bill Torello Kaw
Jason Lee Hon
Jeff St. Pierre Suz
125 AM
Pat Outericky Hon
Matt Bennett Hon
Ken Germain Hon
Mike Miceli Kaw
Rich Frank Hon
125 ADV
Pat Outericky Hon
Jim Brothers Kaw
Richard Rogers Hon
Jason Boron Kaw
Paul Mainville Hon
125 EX
John Dowd Kaw
Tony Lorusso Yam
Pat Barton Suz
Mike Treadwell Yam
Bill Dzielak Hon
200 NOV
Jeff Wood Yam
Jim Kinsley Suz
Tim Dube Hon
Eric Wood Yam
Merle Monroe Kaw
200 AM
Jon Stark Kaw
Scott Hancock Hon
Mike Psaledas Suz
Chris Wimpheimer Hon
David Boisvert Suz
200 EX
John Dowd Kaw
Keith Johnson KTM
Mike Treadwell Yam
Pat Barton Suz
Todd Richotte Yam
OPEN AM
Chris Knuth Hon
Gary Mikalson Hon
Matt Miller Kaw
John Bryant KTM
Brandy Rousseau Suz
30+ EX
Wemyss Scott Yam
Joe Mikalson Hon
Jim Meenan Yam
Don Grahn Yam
John Camelio Hon
35+ EX
Wemyss Scott Yam
Jim Meenan Hon
Don Grahn Yam
Art Trahan Yam
Tim Thomson Yam
30+ JR
Richard Barnaby Kaw
Steve Nowlan Hon
Tom Landry Suz
John Becker Yam
Craig Charron Yam
35+ JR
Richard Barnaby Kaw
Steve Nowlan Hon
Tom Landry Suz
John Becker Yam
Craig Charron Yam
40+
Ron Vincent Yam
Joe Ferrini Yam
Merle Monroe Kaw
Don LaChappelle Yam
David Aaskov Yam
30-39+ BEG
Scott Turner Yam
Charles Bliss Yam
Eugene Zaklukliewicz Kaw
Rick Spence Kaw
Marc Sleeper Kaw

Motocross
Sacramento Raceway
Sacramento, CA
Oct. 8
By Jennifer Trimp

60
Ryan Wallace Kaw
80 BEG
Terry Biel Suz
Eddie Marsalla Suz
Justin Carr Kaw
Ryan Fennie Suz
Cory Bunse Kaw
125 BEG
Troy Kenzy Yam
Jonathon Meyer Hon
Steven Brazil Suz
James Kowalla Kaw
Jordan White Hon
125 JR
Terry Biel Hon
Dustin Lunde Suz
Todd Clark Suz
VET BEG
Jay Bernardi Hon
Bob Mitchell Hon
Dan Augino Kaw
Victor Guerrero Yam
Gregory Kurtzer Kaw
250 BEG
Kirk Dunn Hon
Troy Costa Suz
250 JR
Sam Killou Yam
Jay Vice Yam
VET JR
Stacey Rowe Suz
Joe Madison Hon
John Traverso Yam
Jim Breneisen Suz

Concours d'Elegance
San Diego Antique M/C
Del Mar Race Track
Del Mar, CA
Sept. 26
By Teresa Worsch

European
1920
Steve Ball Mor
1940
Pat Patterson Ari
David Edwards Vel
Ernesto Valadez Tri
1950
Dick Busby Vin
Tom Clark BMW
Fred Belair Mat
1960
John Nance BSA
Jerry Meadows BSA
Clayton Burton BSA
1970
Skip Van Leeuwen Tri
Ken Caplin Tri
Richard Braeutigam BSA
American
1920
Todd Booth Hen
1930
George Renfro III Ind
Bob Ives Ind
C. Miller Ind
1940
Lowell Dreyfus Ind
Mike Kitchen Ind
Joseph Stuck Ind
1950
Jerry Keller H-D
Frank Fonda H-D
Michael Preston H-D
1960
Randy Jansen H-D
Pat Taylor H-D
Randy Jansen H-D
Competition
1940
Bob Nichols Ind
1950
Jim Bollingmo Mat
John Penner H-D
1960
John LeFevre Hus
Marvin Perz Tri
Jim Bollingmo Mat
1970
Lee Fabry Yam
John LeFevre Hus
Lee Fabry Yam
MILITARY
Dick Tait BSA
SDCAR
Lynn Snodgrass AJS
James Falk BMW
Michael Cushing Ind
ITAL
Moto Guzzi Classics M-G
Todd Millar Par
Todd Booth MV
JAPN
Ray Fulcher Hon
Stephen McCann Hon
Scott Sylvester Hon
STR SPL
Steven Sites H-D
Jay Moore Tri
Ron Olmstead Tri
CUST
Jack Logan H-D
Craig Boyer H-D
Paul Whitmoyer H-D

Motocross
Sunset Ramblers
Galion, OH
Oct. 10
By Goggles Pisanno

P/W
Troy Grauel Yam
Dillion Rhoades Yam
Jeremy Morris Yam
Blair Nance Yam
Jesse McAmman Yam
P/W B
Joshua Eby
Nicholas Vermillion
Jim Rhoden
60
Chuck Smith Kaw
Chad Schlereth Kaw
Troy Grauel Kaw
Jeremy Morris Yam
Jeremy Bender Yam
MINI JR
Jeff Gibson Kaw
J.D. Eicher Hon
Nathan Nance Yam
Randy Bartram Hon
Pete Hapner Yam
Dusty Hendrickson
MINI SR
Corby Campo Hon
Jeff Gibson Kaw
Trent Heller Hon
Jacob Yontz Kaw
Shawn Hendrickson
SCHBY
David Riley Hon
Jeff Willis Suz
Corby Campo Hon
Scott Fortney Hon
Nick Silardi Kaw
125 B
David Riley Hon
Chad Cooper Kaw
Jeff Willis Suz
Ryan Weaver Kaw
Nick Silardi Kaw
125 C
Brad Snyder Hon
Chad Enderby Hon
Vernon Vermillion Hon
Brian Schuette Hon
Taylor Stauffer Kaw
250 B
Mike Hogan Hon
Mike Gatrell Hon
Andy Day Hon
Jim Smith Hon
Brett Remesik Suz
250 C
John Davis Kaw
Billy Au Kaw
Greg Minard Yam
Brett Liemeister Hon
J.T. Fearn Hon
250 2-STRK B
Ben Jackson Hon
Doug Shepherd Yam
Sam Jackson Yam
Larry Hubbard Suz
Darrick Hubbard Yam
250 4-STRK B
Ben Jackson Hon
Brent Brewer Hon
Tom McGugen Hon
Andy Davis Hon
Eric Reames Hon
OPEN
Jerry Barlow Kaw
Chris Thomas Kaw
Reese Martin Hon
Brian Kennard Kaw
Kevin Zeigler Hon
EXT A
Scott Watkins Hon
Mike Hogan Hon
Jeff Adams Kaw
Jim Smith Hon
Jeff Hillis Hon
30+ SR
William Baird KTM
Chuck Cottrill Hon
Carl Davis Kaw
Tom Ballinger Yam
Rick Lehman Kaw

Dirt Track
DTRA
Final Standings
Isanti County Fairgrounds
Cambridge, MN
By Tim McBride

OPEN PRO
Billy Hofmiester 88
Kurt Boehlke 59
Eric Brouhard 55
STK SGL
Jerry Koch 43
James Gliddon 27
SR
Buzz Arndt 105
Joe Blackwell 56
James Eastlee 48
30+
Jerry Koch 37
Joel Gulbranson 20
VINT
James Eastlee 11
OPEN B
Buzz Arndt 116
Marcus Bauer 55
Tim McBride 50
250 B
Marcus Bauer 17
BOTT
Buzz Arndt 92
Joel Blackwell 64
Joel Gulbranson 48
80
Matt Powers 81
Andy Schneider 64
Joe Schneider 52
MINI
Sean Olson 52
Travis Henrichs 33

Motocross
I-40 MX Park
Lenoir City, TN
Oct. 2
By Jennifer Vinson

50 D
Trevor Foust Yam
Gary Sumner Jr. Yam
50 MOD
Steve Stone Itj
Michael Ridge Yam
60
Jason Bault Kaw
Kevin Stone Kaw
Josh Crider Kaw
Brad Oglesby Kaw
Josh Collins Kaw
80 D
Chad Tollett Yam
Nathan Felosi Hon
R.C. Pond Kaw
Dustin Higdon Suz
Ryan Frazier Kaw
80 JR MINI
Nick Buchholz Hon
Jason Bault Kaw
Kevin Stone Kaw
Josh Crider Kaw
Shane Rice Kaw
80 SR MINI
Matt Harrison Yam
Travis Reagan Kaw
Nathan Felosi Hon
Chad Tollett Yam
R.C. Pond Kaw
SCHBY
Adam Burchfield Suz
Shaun Teasley Suz
Andy Giles Suz
Travis Reagan Kaw
125 D
Jamie Lowery Yam
Jason Cody Yam
Adam Burchfield Suz
Andy Giles Suz
Terry Henry Yam
125 C
Chris Bault Suz
Neal Wilson Kaw
JayJay Allen Yam
Shaun Teasley Suz
Billie Colburn Kaw
125 B
Jon Boruff Suz
250 D
Brent Trentham Hon
Michael Anderson Suz
John Tatum Hon
Mike Walker Hon
Kevin Carroll Kaw
250 C
Wayne Harrison Suz
Ken Campbell KTM
Will Perry Suz
Jason Cobble Hon
Darryn Plumlee
250 B
Barry Phillips Kaw
250 PRO
Curt Libbey Kaw
25+
Randy Bailey Suz
Bryan Adams Kaw
Brian Leach Kaw
30+
Bryan Adams Kaw
Ken Campbell KTM
Jake Martin Yam
35+
Tim Hackney Suz
OPEN
Greg Leach Kaw
ENDR
Rex Stone Hon
Pat Tucker Hon
Allen Brooks Yam
N/C
Joey Wheeler Hon
Greg Leach Kaw
Robert Sutton Hon
Brent Trentham Hon
Joel Tatum Hon

Short Track
Square Deal Riders
Harpursville, NY
Oct. 10

50 STK
Gary Conklin Itj
EricKvinlaug Yam
Joe Angelo Yam
Chris Strong Suz
50 MOD
Tommy Newell Yam
Billy Warford Yam
Mike Alexander Yam
Jimmy Maroney Yam
Mike Cook Yam
60
Jason Disalvo Kaw
Cam Rafferty Kaw
Andy Thompson Yam
Tommy Newell Kaw
Franky Keeley Yam
80
Jeremy Thompson Suz
Matt Keeley Yam
Mike Mashewske Yam
Harley Hadaway Kaw
Jason Disalvo Kaw
125
Shawn Mobley Hon
Jeremy Thompson Hon
Matt Keeley Yam
Kristin Edwards Yam
Dan O'Connell Kaw
250 AM
Shawn Mobley Hon
Garth Bastian Hon
Marco Morello Kaw
Bill MacQueen Suz
Jeremy Eichen Suz
750 AM
Bill Anderson Tri
Jimmy Miller H-D
Patrick Maroney H-D
Bill Allen Yam
OPEN AM
Garth Bastian Rtx
Marco Morello Yam
Jeffery West Rtx
Frank Carpinello Yam
Jason Fuller W-R
SR A
Andy Karadontes Yam
Jeff Kvinlaug Yam
SR B
Jeff West Rtx
James Miller H-D
Frank Carpinello Yam
Bill MacQueen Suz
Tony Martiom Rtx
S/SR
Tom Blachek H-D
Charles McGurk H-D
Peter Eischen BSA
VINT
Bill Anderson Tri
Eric Kvinlaug Tri
Jeff Kvinlaug Yam
Robert Rector Bul
Peter Eischon BSA
SPTSMN
Jay Skidmore W-R
Todd Hunter H-D
Chris Hart Rtx
Morgan Coolbeth Rtx
Andy Karadontes
250 EX
Roger Durkee Hon
Ken Coolbeth Hon
Craig Estelle Suz
Jay Skidmore H-D
Justin Coolbeth Yam
OPEN EX
Roger Durkee Rtx
Jay Skidmore W-R
Ken Coolbeth Rtx
Morgan Coolbeth Rtx
Chris Hart Rtx
SDCAR
Ray Trainor/
Stan Garvilla H-D
Craig Estelle/
Todd Hunter Yam
Bill Haas/
Kevin Clark Kaw
Bill Teliska/
Spud Williams Kaw
David Gamble/
Richard Hoag Kaw
1010200 TT
Jimmy Gould Kaw
Adam Kraiza Kaw
Todd Maltin Yam
Adrin Smith Suz
Fred Rinaido Suz
2010OPEN TT
Justin Coolbeth Hon
Jarvil Hoad Hon

Road Race
Roebling Road Raceway
Faulkville, GA
Oct. 17

C SS EX
Grant Lopez Hon
Russell Moffitt Hon
Patrick Ludwig Hon
Edwin Bruner Hon
C PROD NOV
Lee Acree Hon
David Davis Hon
Richard Knight Hon
Sean Dillon Suz
Rob Palmieri Yam
D PROD NOV
Chris Schnorr Yam
Andrew Tomlinson Yam
Michael Shawn Yam
Neal Beverly Hon
Mark Herbert Schmitt Kaw
A SS EX
Davis McGrath Suz
Patrick Ludwig Hon
Phillip Schroder Suz
Keith Young Suz
A PROD NOV
Lee Acree Hon
Mark Monyette Suz
Richard Knight Hon
Philip Fulp Hon
Peter Butler Kaw
F-CLBMN EX
W. Allen Davis Rtx
William Leuf Yam
F-CLBMN NOV
Eric Hornquist Suz
Brent Moore Kaw
Wade Buffington Kaw
Stephen Bobic Kaw
Kenneth Cotzin Yam
B SS EX
Grant Lopez Hon
Patrick Ludwig Hon
Phillip Schroder Suz
Edwin Bruner Hon
Jack Dupree Suz
B PROD NOV
David Davis Hon
Lee Acree Hon
Mark Monyette Suz
Richard Knight Hon
Peter Butler Kaw
F-2 EX
Clark Bell Yam
William Lumsden Suz
F-2 NOV
Andrew Tomlinson Yam
Chris Schnorr Yam
Kevin Moore Yam
Clayton Kwitowski Hon
Robert Bryan Craig Yam
CS/BK EX
Grant Lopez Hon
Russell Moffitt Hon
Edwin Bruner Hon
CS/BK NOV
David Davis Hon
Robert Verini Yam
Mike Carroll Hon
Al MacMartin Hon
Sean Dillon Suz
UL TW EX
W. Allen Willis Rtx
UL TW NOV
Michael Shawn Snow Hon
Brent Moore Kaw
Rick Boyles Hon
Maek Herbert Schmitt Kaw
Nick Steel Yam
BS/BK EX
Jack Dupree Suz
Phillip Schroder Suz
BS/BK NOV
Mike Carroll Hon
David Davis Hon
Lee Acree Kaw
Robert Verini Yam
Sean Dillon Suz
DS/BK EX
Clark Bell Yam
William Lumsden Suz
DS/BK NOV
Andrew Tomlinson Yam
Kelly Drew Yam
Kevin Moore Yam
Paul Netterstrom Yam
Clayton Kwitowski Hon
F-1 EX
David McGrath Suz
Patrick Ludwig Hon
Barry Rompella Hon
Doug Kidd Suz
Keith Young Suz
F-1 NOV
Lee Acree Kaw
Mike Carroll Hon
David Davis Hon
William Lee Moffett II Kaw
Sean Dillon Suz

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Upscale custom shop in sunny Southern California. Fax resume to "Tony" at (818) 348-9116, or mail, Division HH, P.O. Box 498, Long Beach, CA 90801-0498. CA. (242-43)

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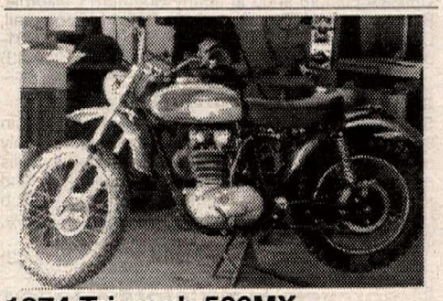

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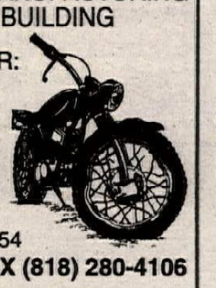

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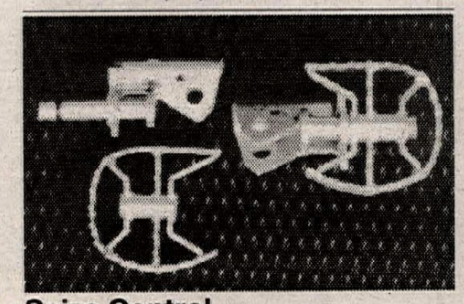

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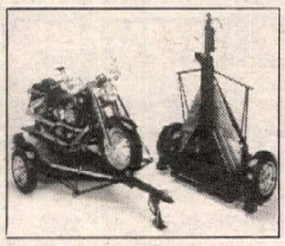

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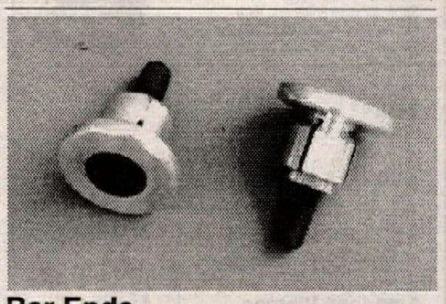

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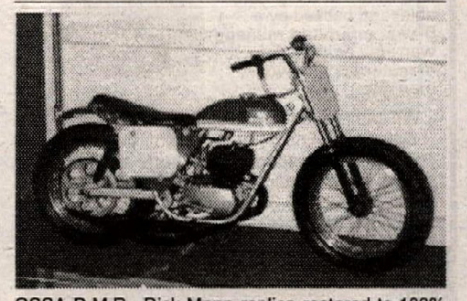

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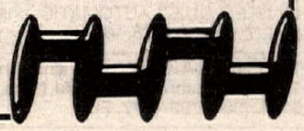

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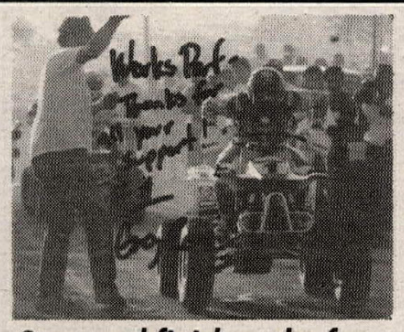

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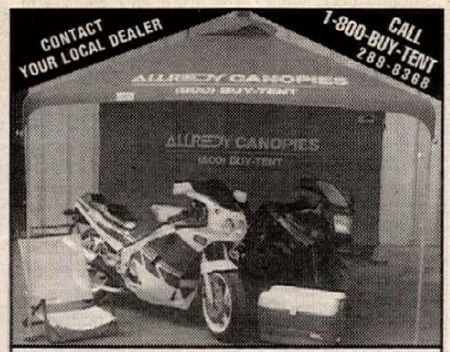

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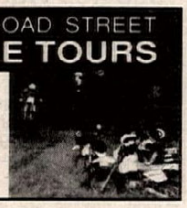

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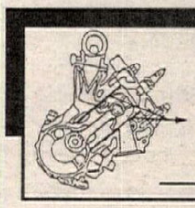

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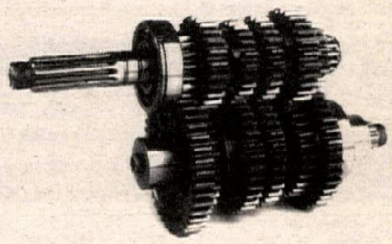

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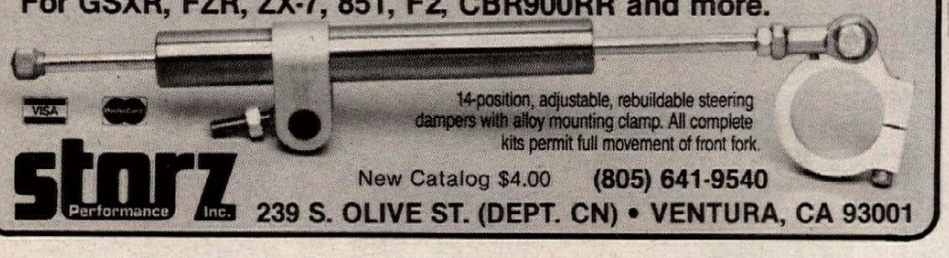

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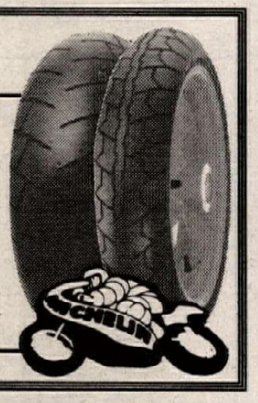

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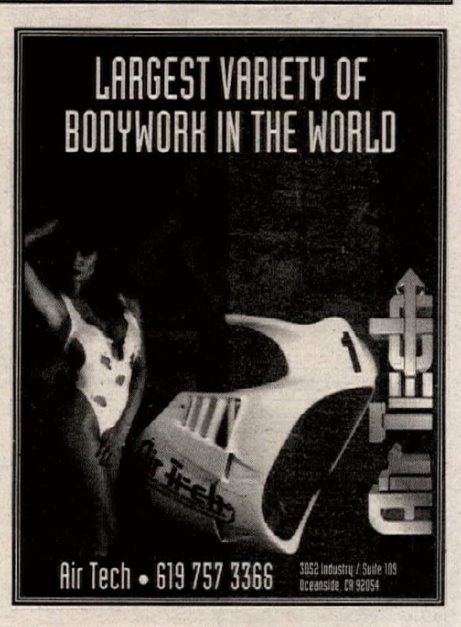

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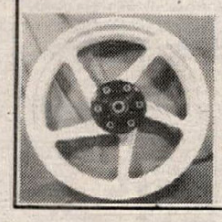

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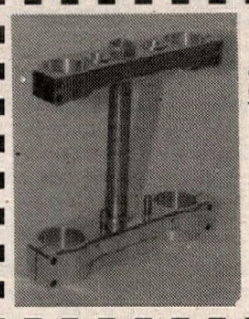

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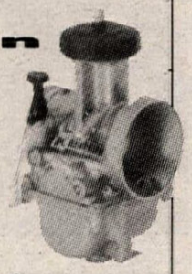

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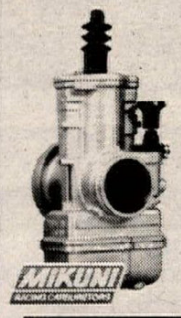

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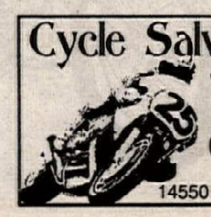

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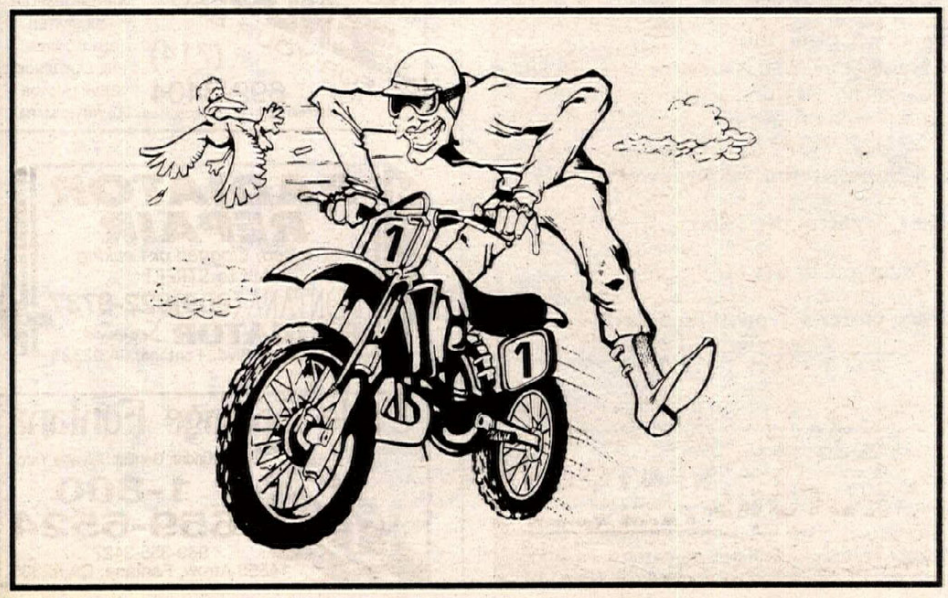

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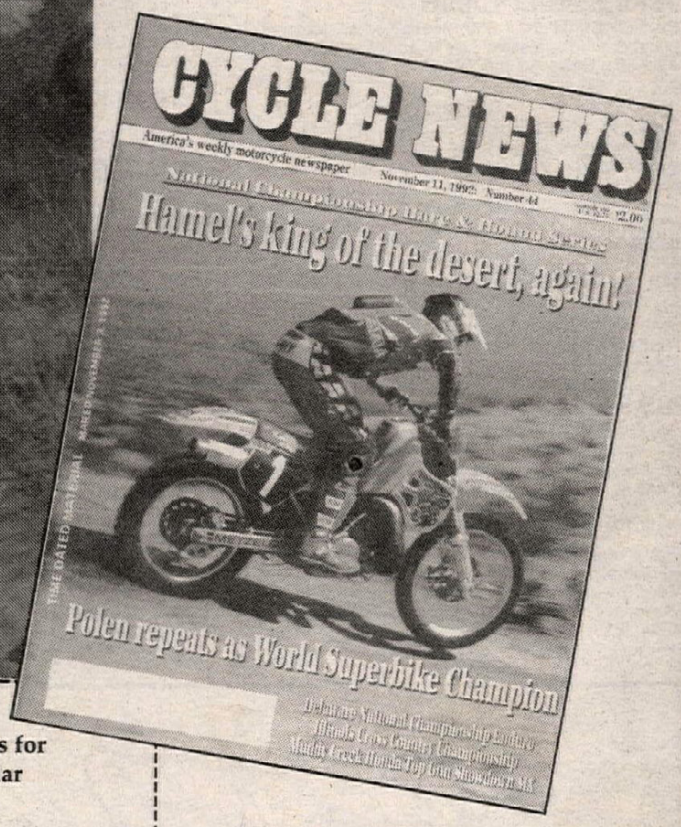

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